THE

# WORLD'S GREATEST BATTLE

COMPLIMENTS OF

**Nevada Consolidated Copper Co.**

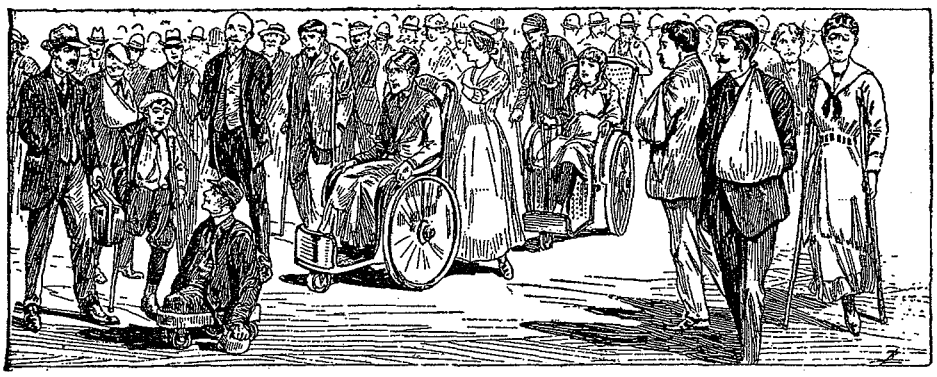
McGILL, NEVADA

RUDOLPH J. BODMER

EDITOR

PENNSYLVANIA AVENUE AT ELEVENTH STREET

WASHINGTON, D. C.



Courtesy Chicago & Northwestern Railway Co. and National Safety Council.

A FEW OF THE WOUNDED

# The World's Greatest Battle

## What is the Greatest Battle the World Has Ever Known?

It is not the Battle of Waterloo, in which there were 57,000 killed and wounded on both sides, nor our own great Battle of Gettysburg, in which 150,000 soldiers were working on both sides, and in which the total number of killed and wounded was 54,807. Nor is it any one of the great battles of the European War, in which they tell us the machinery for killing and wounding able and strong men is so efficient that in a single battle more are sometimes killed and wounded than in all the battles of our Revolutionary War which lasted seven years.

## The Battle Against Accidents.

The greatest battle the world has ever engaged in, and which is still on, is the Battle Against Accidents, in which the employers of the United States are the generals and the working men are the soldiers. The battle in which there is no human enemy but carelessness, and the only efficient weapons are care and caution. And, as in great battles in a regular war, it is up to the soldier in the ranks to bring victory, so it is now up to the working man soldier in this battle against accidents to clean up the enemy in good shape. The general has gone as far as he can without the help of his soldiers. He has found how to avoid accidents, has purchased the equipment needed for his army to kill off the accidents, but, as usual, the commander needs the full cooperation of the members of his army to get the results.

## Why is this the Greatest Battle?

Because there are more men killed and wounded in the United States in this great battle every year than in any of the world's so-called greatest war battles. And because the battle goes on year in and year out without stopping. Think of it! *Thirty-five thousand killed, seven hundred thousand seriously wounded* (injured), and a total of two million slightly injured in *the industrial plants of the United States every year.* That means more useful, able-bodied and willing workers put out of business every year than in the entire seven years of the Revolutionary War. It means more killed and wounded every year in our industrial

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plants than in any one year of our great Civil War which lasted four years. An ordinary war lasts, perhaps, three or four years. Once in a while they used to have one that went on for ten years, but the *Accident War* has been going on for years and years, and will keep on going on unless the soldiers themselves decide to stop it.

## Did You Ever Think of It In This Way?

When two or more nations get into war with each other the soldiers who do the real work of the war go at it with the idea of killing as many of the enemy as they can.

Their generals give them the best tools that can be found for killing the other fellows. The side whose tools are the better killers generally wins. Every efficient management of an enterprise in any kind of business provides the best tools and when nations get to fighting they make war their principal business. So the nations give their soldiers the best tools they can get for killing and train them so that they may increase their ability to kill the enemy.

But, try as hard as they wish, they find it difficult to kill and injure as many soldiers as we kill and injure in our factories every year. It has always, up to now, been a pretty big war that enables the soldiers on both sides to kill and wound as many as 735,000 in a single year. Think of that a minute! These working soldiers (and they are working men, of course, because the only way a king can get a real army of soldiers together is to take them away from their work in the plants and make them leave their families) are given the best tools for killing that can be found and paid for going out and killing as many as they can—trained especially for killing. They work hard at the business, too, because the only chance they have to get back to home and their families is to get their killing business over with as quickly as possible. (The whistle never blows in a regular war until the job is completed.)

But, try as hard as they will, they do not succeed in killing and seriously wounding as many of each other as the working soldiers of the industrial plants in the United States do every year, where they ought to be trying to keep from killing and wounding themselves or each other. Think of it! Get it plain! 35,000 killed (thirty-five thousand lives lost) and 700,000 wounded (seven hundred thousand, more or less, maimed) or injured every year in industrial plants in the United States by soldiers of the industrial army—who ought not to do it, who don't want to do it, who have it in their power to see to it that accidents stop.

## The Soldiers Can Stop Any War.

Any regular war could be stopped before it started if the soldiers themselves decided there wasn't going to be any war and refused to permit it. That, of course, isn't as yet fashionable—it isn't patriotic, and, as the saying goes, "It isn't done." We thought a few years ago that regular war was a thing of the past, but now we know differently. The great majority of the working men soldiers, if they had their way, would not have a regular war, but their bosses (the kings and rulers) insist on war and they have to go. They feel they must obey the boss in a regular war. But here's a funny thing. They feel that it is all right to obey their boss if he proposes a regular war—the patriotic idea—the idea of protecting the country and their homes and wives and children, and all that, and after the boss has told them what the danger ahead is they jump right in and do their best to destroy the danger, but

## This War On The Accidents

seems to be a different matter. The boss wants the battle to go on because he sees the danger—same danger signals—danger to the country, our homes, wives and children. He gives them the best tools he can find to fight with, safety devices, guards and rules, and it is up to them just as it is in a regular war to "clean up" the

enemy. But somehow the soldiers don't jump in with the same spirit that they do in a regular war. The soldier ought to fight more quickly and as persistently in this war as in a regular war, because his chances are far greater of being killed or wounded than in a regular war. Perhaps it's because in a regular war if a soldier doesn't get out there in front and fight they stand him up against a wall and shoot him. Perhaps that's the way this Battle of Accidents ought to be fought.

## Are You Going to Be One of the Killed or Wounded in the Battle of Accidents This Year?

Here's something that is worth thinking about. Figures are rarely interesting, but these are founded on facts—the record of one year's accidents in mechanical and industrial institutions. In 1910 the census showed that 10,658,881 men and women were working in manufacturing and other industrial plants in the United States. Our now familiar figures of 35,000 killed and 700,000 injured if divided into this total number of workers gives us a result which is awful, when you stop to think that every death or injury from accident is due to someone's carelessness. Figure it out yourself. Thirty-five thousand out of the ten million workers killed every year. That means one out of every 304 workers is going to be killed next year unless the army of working soldiers stops the Accident War. One workman is killed every fifteen minutes every day in the year.

Let's bring it closer home. You are a working soldier, as we say, in a plant that employs 600 others. If the deaths and injuries should be equally distributed two of you are going to be killed by an accident in the plant during the next year. You may be one of them. Figured out exactly from statistics, one of you is going to lose his life through his own carelessness. The other is going to lose his through the carelessness or thoughtlessness of a fellow workman.

Then take it on the basis of the injuries. Seven hundred thousand workers out of this ten million are going to be seriously hurt next year unless the soldiers stop the Accident War. A workman is injured every 16 seconds in our plants. You are still working in the plant of 600 employees, not being one of the two who lost their lives. The same way of figuring will show you that one out of every 15 of you is going to be injured during the next year; either hurt by a machine or through disease contracted from a fellow worker, or some other form of carelessness on the part of some one connected with the plant. And yet if all the working soldiers and generals were as careful as they can be, there wouldn't be any accidents.

## Any War's Worst Results.

When a regular war is over, the world begins to realize for the first time the awful results—the widows, the orphans, the maimed, the crippled, the blind—and says "what an awful thing war is!" But it isn't a bit different in the Accident War, excepting you don't get any medals for patriotism and bravery, and what would a medal be worth anyhow to a father who has lost his eyesight because he didn't wear glasses when working at a grinding wheel, or an arm or a leg or both arms or both legs?

In a regular war, if the country has enough money left, they give pensions to the "heroes" who fought and bled for the country. The law now compels the commander or boss for whom you are working to give you compensation if you are injured while in his employ, and something for your widow and children if you lose your life. In a regular war, if you don't follow the rules of war and do what the big boss says, they take you out and shoot you in front of a wall, and your family doesn't get any pension. In this War of Accidents, if you are killed, your widow gets a pension; if you are injured, you get a pension anyhow, and you get this notwithstanding the fact that if you and your fellow workmen had followed out the rules laid down by the boss and obeyed them you couldn't be killed or injured.

## AN ARMY OF SEVEN MILLION FOR THE UNITED STATES

### A Little Talk About Preparedness and An American Army.

Think of what would be possible in the way of a standing and reserve army for the U. S. A. if all those killed by accident could be saved every year and transferred to the regular army, and if all those seriously injured could be saved for a reserve army. Thirty-five thousand men killed every year, if their lives could be saved, would give us a standing army of 350,000 in ten years from this source alone. If all the injured by accidents could be saved the pain and loss by those accidents, and the period during which they are kept from their regular employment, by reason of those accidents, devoted to army training, we could create a reserve force of 700,000 men per year, or seven million at the end of ten years. Some army! Yes! But better still, since it can be done as easily to preserve their lives as workers and providers for their families, it is even more patriotic for every man to learn the A B C of Safety First, and *Always Be Careful,* for "when a man loses a finger the U. S. A. loses a finger," and the same is true if he loses an eye, an arm, a leg or his life.

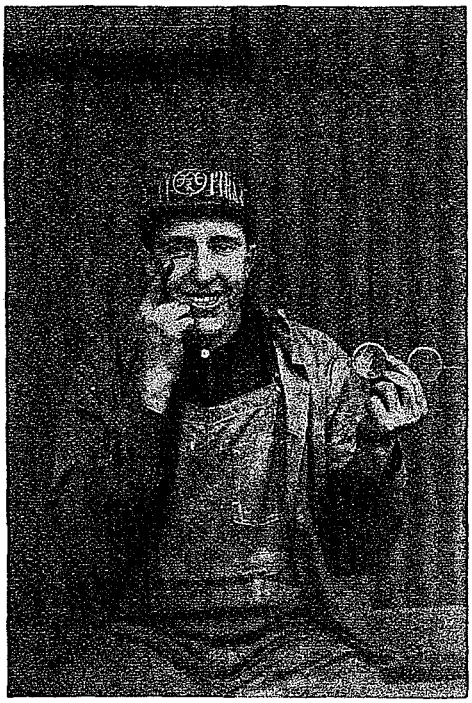
### Putting Another Twist On It.

If all employers and employees will be as careful as they can be during the next year they can together save as many lives as were lost in the Revolutionary War. Every time you exercise the care and caution which prevents an accident you save a life or an eye, leg or arm—either your own or someone else's. Your employer is being cautious. The law compels him to pay you if you are injured. Perhaps he would feel the same way without the law, but he has found out that it is cheaper and better to prevent accidents than to pay for them. Every man who has met with, or is responsible for, an accident has found out that it pays to be careful. He can look back and see how just a little care and thought on his part would have saved a life, an eye, leg or arm, and the consequent distress to a mother and children. But the fellow who heeds no rules and exercises no care, because he never had an accident, is the one who causes the most of them. He goes ahead performing his dangerous task daily. He finds he can turn work out faster by disregarding the safety guard his boss has provided to protect him. He says, "I have done this 9,999 times and never hurt myself or anyone else," and then the 10,000th time his hand slips and an arm is lost, and with it an able-bodied bread-winner. The safety guard was put there to provide against accident that 10,000th time, and there is little consolation in the thought, "Why didn't I think!" or, "Why wasn't I careful!"

There is never an eye lost or a leg or an arm or a finger or foot or, in fact, any life but that could have been saved by someone being careful.

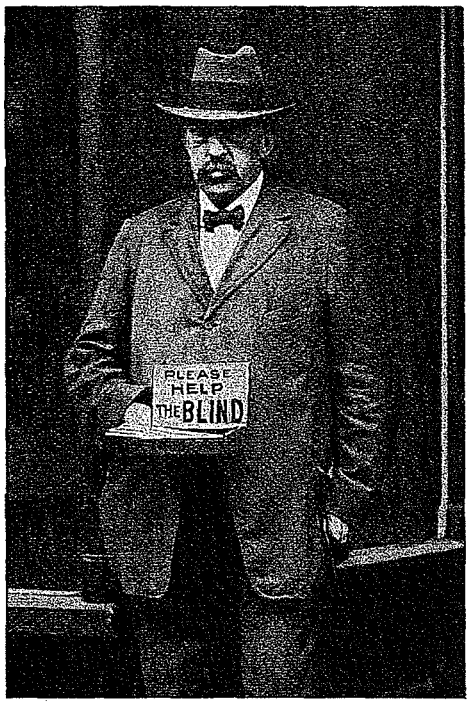
Courtesy Chicago & Northwestern Railway Co. and National Safety Council.
MORE OF THE WOUNDED.

## IT'S BETTER TO SEE THAN ONLY BE SEEN



Courtesy of U. S. Steel Corporation.

The man with a smile. Yes! He wore his goggles while chipping, and saved his eye when a chip flew from casting and struck them. He wouldn't take a chance on becoming a member of the half-blind family. Most workmen, once the advantage of wearing goggles in certain employments is explained to them, appreciate them, but there are many thousands who laugh at the idea, and of these thousands annually are injured.




Courtesy of Harris & Ewing, Washington, D. C.

This beggar was making $5 per day and was happy with his family, but he didn't wear glasses, and now his only chance for getting money is a busy corner, a "Please Help the Blind" sign, a bunch of pencils, and a cane to help him find his way home. More than 5,000 able men either partly or wholly lost their eyesight last year because they did not wear glasses while working at tasks where flying chips put their eyes in danger. Are you willing to join the half-blind family? No! Then follow the foreman's instructions when he tells you to wear goggles.

# Eyes Are the Most Valuable Things We Have

A man can generally make a living of some kind when he has lost one eye. When he has lost them both his only chance is a busy street corner, a "Please Help Me" sign, a bunch of pencils, and a cane to help him find his way home.

Losing a finger or two, or one arm or a leg is bad enough. No one likes to work alongside of anyone who is maimed, but a man can lose a few of these parts of himself and still get along. But without at least one eye, legs, arms and the other things which go to make life pleasant and livable for man are not of much use.

It is wonderful how a good pair of eyes can determine the nature, location and direction of objects that are to be desired or feared. The most highly developed animals, like man, depend largely upon their eyesight in this. Some animals have the additional faculty of keen sense of smell which enables them to detect danger, but man has lost most of his power in this direction. Other animals have a keen sense of hearing which makes up for their deficient eyesight, but man is shy in his development of hearing. That is why man, when he loses his eyesight, is so helpless. That is also why man, and particularly the man who is a worker with his hands, should be careful of his eyes.

Not only should he guard against such

accidents as are likely to happen at any time if he is working with grinding wheels where there is a great danger of small chips of steel or bits of abrasive flying into the eye, but he should also remember that there are diseases of the eye which are infectious and which weaken and destroy the eyesight.

Your fellow workman may have trachoma or some other eye trouble and you not know it. Should you wipe your face after washing with the same towel which he has used, your eyes are likely to be infected. Every person who turns a door knob in a public place, who grasps the hand rail or a strap in a street car and then wipes his eyes with his hands, may transfer to them contagious matter from the sore eyes of another person.

By far the greater portion of the injury to eyes of workmen are caused by flying particles, molten metals or corrosive fluids. Many men at work in manufacturing plants who do not work at grinding wheels, should wear glasses which your employer will provide free of cost. If you are working in a plant where there are flying particles, molten metals or corrosive fluids or where there is excessive light or heat, insist upon wearing glasses. Any man who will work under such conditions without wearing glasses is criminally negligent. If his eyes are injured when the wearing of goggles would have protected them, it is his own fault and he is deserving of no sympathy.

# Take No Chances

A good many men have objected to wearing safety glasses because they thought they would be uncomfortable or somebody who knew less about it than they did has told them that the glasses would injure their vision. Both ideas are entirely wrong. The glasses have big lenses and flexible steel bows that you can adjust to fit any size ear you may have. They will not injure the vision because the lenses are not made of ordinary window glass, but are especially ground to suit the conditions under which they are to be used, and are made of specially prepared tough glass that will not chip. They may break, but if they do there is no danger of your getting particles of glass in your eyes.

All a man has to do is to get an order from his foreman, take it to the storeroom and get his glasses. They don't cost him a cent. If he doubts the wisdom of this, let him take a good look at the pictures on these pages, which contain actual photographs and which show the result of not wearing safety glasses. It may help him to remember.

There's another thing: When a man gets something in his eye, the first thing he does is to turn to some friend and say, "Here, Bill, get this out, will you?" That is one of the biggest mistakes a man can make. When you get something in your eye, the only thing you need a friend for is to take you by the arm and lead you to the dispensary as fast as you can make it. The eye is too delicate a piece of machinery for an inexperienced person to fool with. A good many doctors will not touch an eye case. They'll send you to an optician. Your eyes, therefore, are about the most important things you've got to work with. Lose them and you're finished. If your work requires safety glasses, go and get them at once, and when you get them, wear them all the time you are working. Don't wear glasses belonging to anybody else and don't let anybody else wear yours. It isn't sanitary. If you injure your eyes—or any other part for that matter—go to the dispensary as quickly as possible and have it attended to properly.

# THE HALF-BLIND TRIES TO THINK SAFETY FIRST—THE TOTALLY BLIND MUST

Courtesy of N. Y. Central R. R.

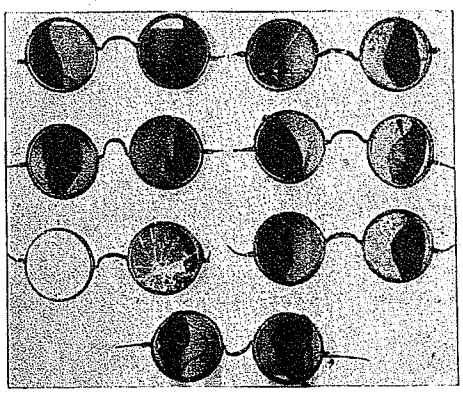
The one-eyed man in the audience at the Safety Rally realizing the truthfulness of the scene he is viewing on the screen of a shopman losing an eye through failure to wear goggles.

When a man has lost one or both eyes he doesn't have to think in order to remember safety first.

Shopman received an injury to his eye because he disregarded the foreman's warning to wear goggles. Thousands of good eyes were lost by workingmen last year because they didn't wear goggles. In one plant alone 250 men lost their eyesight because they didn't wear glasses.

You wouldn't think of leaving your watch with the front and back case open out where flying particles could get in and stop the movement. A lot of men think more of their watches than they do of the wonderful eyes, without the sight of which the watch is of no value.

Courtesy of N. Y. Central R. R.

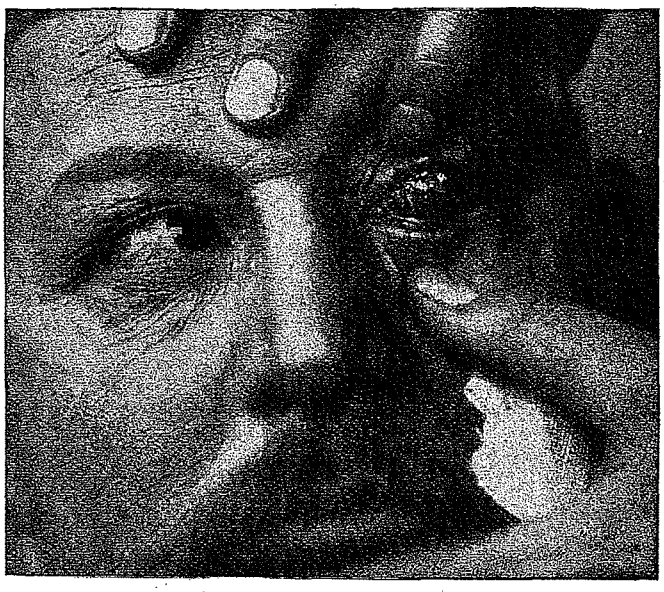


Courtesy U. S. Steel Co.

SEVEN EYES SAVED

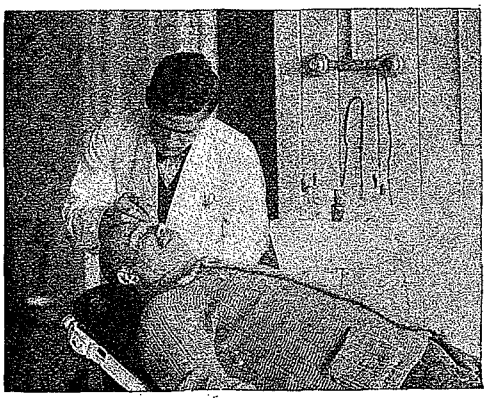
Here are seven pairs of glasses which were bursted in one month by flying particles while being worn by careful workmen at the South Works Foundry of the Illinois Steel Company. In every case a pair of glasses, which cost the workman nothing, for the company furnishes them free, saved not only wages for the workman, but the ability to keep on seeing things himself instead of only being seen. It is better to see than to be only seen.

# WHEN A MAN LOSES AN EYE THE NATION LOSES AN EYE



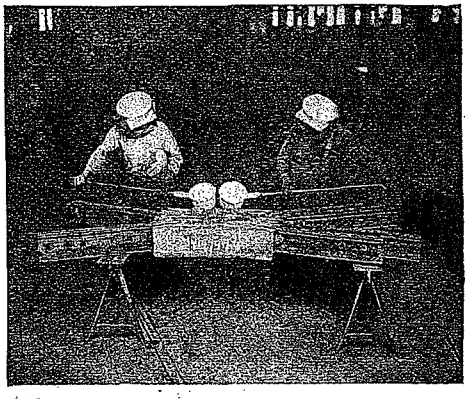
Courtesy National Safety Council, Chicago, and Ford Motor Co.

The man in the first picture, after getting something into his eye, had his fellow workman try to take it out. The fellow workman used a toothpick and a dirty handkerchief and removed the particle which flew into the man's eye, but in doing so, introduced infection into the eye, and in the next picture we see the result. Not a pleasant picture to look at, but it's what may easily happen to any workman who lets anyone but the doctor remove things from the eyes. Thousands of men last year lost their eyesight because they did what this man did instead of going immediately to the doctor. You wouldn't ask a fellow workman to fix your watch, would you? Of course not. He's not a jeweler, but you let him monkey with your eyesight, which is much more delicate and a million times more important to you than the best timepiece in the world.



Courtesy National Safety Council.

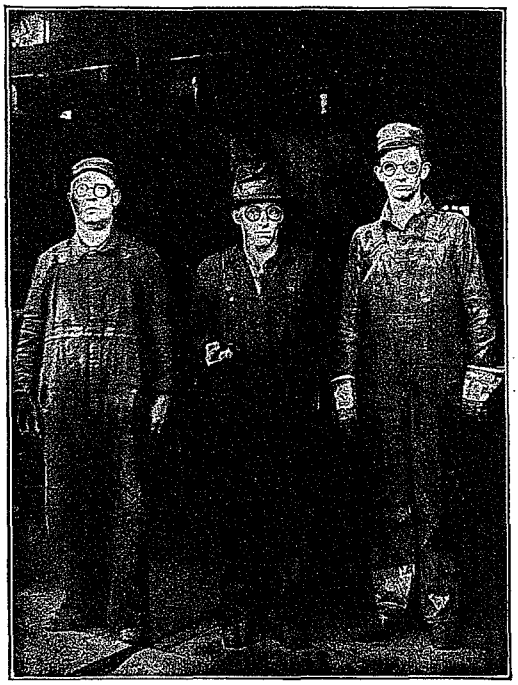
It is difficult enough for the doctor to remove foreign substances and he is trained for it.



Courtesy U. S. Steel Co.

Masks provided by the company should always be worn when pouring molten metal or other hot fluid substances.

## KEEP YOUR EYES TO LOOK THROUGH, NOT TO BE LOOKED AT



Courtesy Chicago & Northwestern Rwy. Co.

The three men shown in this picture are employed in the shops of Clinton, Iowa, and because they realized the value of wearing Safety Goggles they DID NOT sustain injuries when flying particles of steel struck the goggles. The circumstances connected with these accidents are as follows:

William Brennan, machinist for the Chicago & Northwestern Ry., was engaged in chipping cylinder saddle for engine No. 1269, to make it conform to radius of smoke arch. Piece of steel struck lens of goggles, breaking it.

The next man, C. R. Bell, dry-pipeman, while chipping flange for dry-pipe joint on superheater header, engine No. 1809, piece of steel flew up and broke lens of goggles.

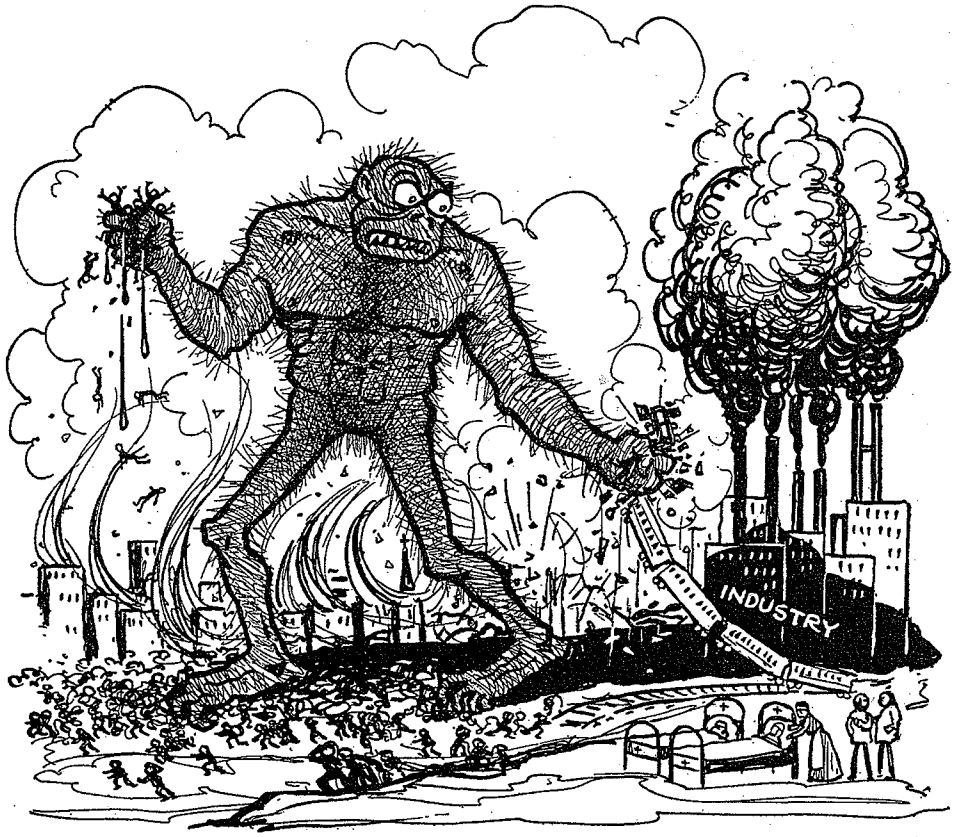
E. O. Bullock, boilermaker, the third man, was at work trimming flue sheet of engine No. 1559, preparatory to applying new set of flues, when a steel chip about four inches long struck lens of goggles over right eye. The lens was broken into thirteen pieces, but remained in frame of goggles. A few particles of glass struck his eye, but he sustained no serious injury to eye and remained at his work.

# Safety First and the Office Man

Have you ever stopped to think that the Safety Movement applies to the office man as well as to the workman? There is merely a difference in the chance of accident. The possibility of an injury to an office man is not as great as to the workman, but this difference is offset in other ways. The office employee is indoors day after day, year after year. His mind may be active but his muscles become soft—he does not get proper exercise or sufficient fresh air. Without exercise and without fresh air the body is weakened; it can not resist the disease germs; it is more liable to cold, pneumonia, etc. Therefore, Safety First to the office man means that he must keep his health—he must get exercise, sleep with his bedroom windows open. Without health he is unable to produce and his job gradually gets too big for him.

Everybody should think and practice Safety First—there are no exceptions. The sooner this is done the sooner will the number of accidents decrease and healthful living conditions exist.

## I AM EVERYBODY'S ENEMY




### I Cast My Shadow Over Every Field of Labor, from the Turning of the Grindstone to the Moving of Every Railroad Train

I am more powerful than the combined armies of the world.
I have destroyed more men than all the wars of the nations.
I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns.
I steal, in the United States alone, over $300,000,000 each year.
I spare no one, and I find my victims among the rich and poor alike, the young and old, the strong and weak. Widows and orphans know me.
I massacre thousands upon thousands of wage earners a year.
I lurk in unseen places and do most of my work silently. You are warned against me but you heed not.
I am relentless.
I am everywhere—in the house, on the streets, in the factory, at the railroad crossings, and on the sea.
I bring sickness, degradation and death, and yet few seek to avoid me.
I destroy, crush or maim; I give nothing but take all.
I am your worst enemy.

## I AM CARELESSNESS

## I AM EVERYBODY'S FRIEND

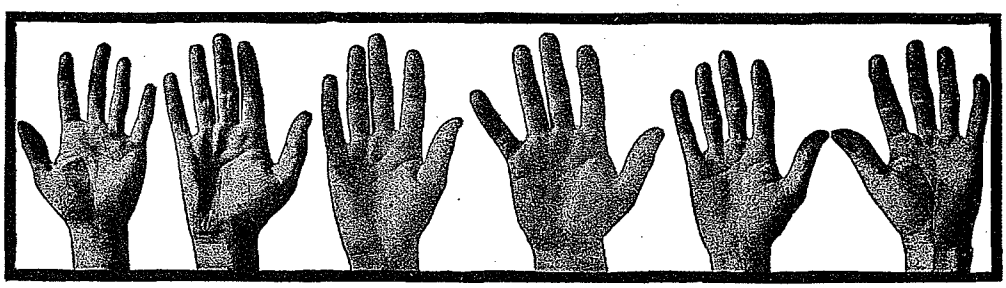
# I AM THE CONQUEROR OF CARELESSNESS

I am stronger than the combined Hague Conferences and Peace Meetings of the whole world.
I save more lives than all the Doctors of the world.
I am more vital than medicine and surgery.
I help everybody—I find my friends among the rich and the poor—the young and the old—the strong and the weak.
I save the lives of thousands upon thousands of wage-earners every year.
I am omnipotent—saving arms, limbs, eyes, bodies—the lives of fathers, mothers, brothers, sisters, relatives and friends.
I am omnipresent—in the home, in the mill, in the factory, on the street, on the railroad, on the sea, in the air.
I prevent mental worries and physical pains.
I bring health, joy and happiness to the lives of all.
I am a panacea for the majority of all human miseries and troubles.
I bring smiles and happiness wherever I go.
I augment your Bank Account, for I am a "money saver."
I add years to the lives of hundreds of thousands.
I make life really worth living.
I am constructive, not destructive.
I am a co-partner of Good Judgment and Common Sense.
I am a "Joy Dispenser," a "Life Saver" and a "Good Fellow well met."

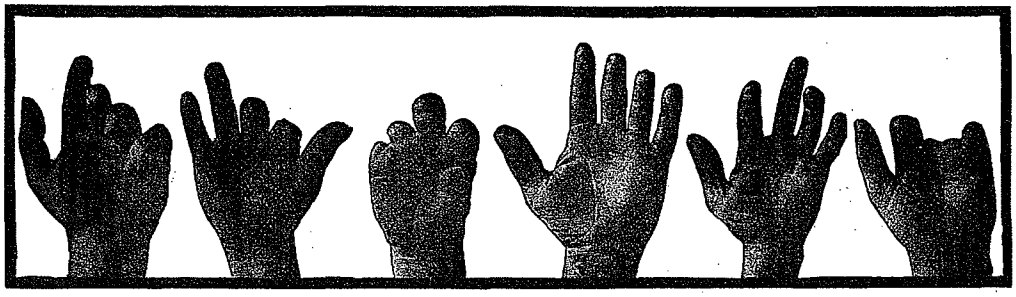
## I AM "SAFETY FIRST"

# THE HANDIEST THING IN THE WORLD

**IF YOUR HANDS ARE IN THIS CLASS**



**AND THEY GET INTO THIS CLASS**



Courtesy the Avery Co., Peoria, Ill.

**THERE'LL BE A REASON**

The handiest thing in the world is the human hand. Without the development of hands with their ten fingers, man couldn't have progressed very far in the mechanical arts. Man's brain alone developed the cleverness of his hands so that they might carry out the ideas the brain thought of.

A man's cleverness with his hands is in direct proportion to the number of fingers and toes he has. All animals started originally with ten fingers and ten toes. In a good many cases the environment in which animals have lived has caused a change in the formation of the ends of the limbs. The horse, for instance, has developed into a one-toe or one-finger animal, while the cow is a two-toe animal. The hen has only three toes on each foot and a part of another. But if we go back into history and examine how the horse's foot used to look, we find that he originally had five toes on each foot. The same is true of the cow and the hen. Something happens to cause the change, for the rule of ten fingers and ten toes has been universal with the animal kingdom.

In some animals, on account of the way they lived, the formation of the end of the limbs changed so that some of the toes and fingers did not develop. In the case of man, his brain directed his hands and feet to do things in ways that developed the highest possible proficiency and the development of the hands and feet of man is responsible for a great deal of his cleverness in all the things he does.

Man has become so used to his ten fingers and toes and the useful things they do for him, that he often becomes careless about them. He becomes so used to having his fingers do clever things for

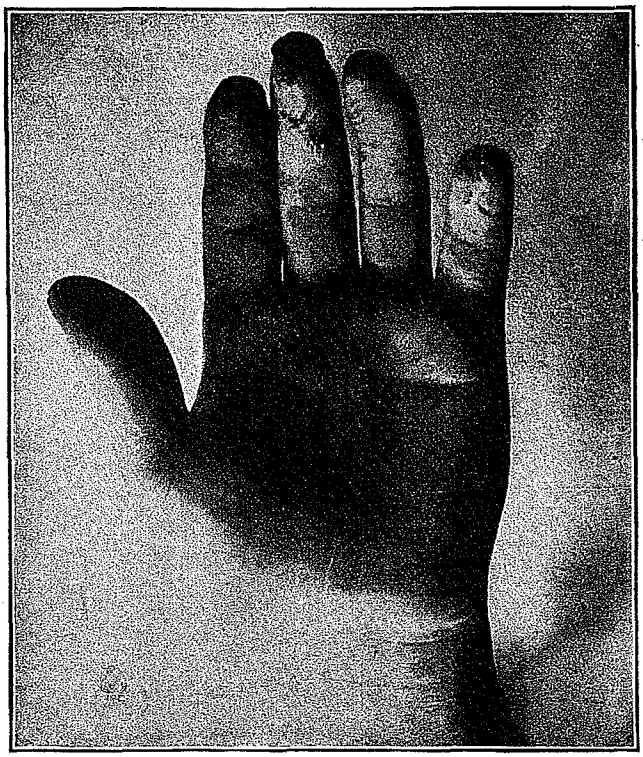
## YOU CAN'T BUY NEW FINGERS

him that he gives little thought to them until he misses one or two.

Without both hands and ten fingers, man is worse off than the ordinary animals. With a good working brain and eyesight he is able to handle the most delicate tools, prepare food, earn a living for his family, produce beautiful music and do countless other necessary things and others which come under the head of pleasure. Without hands he can do none of these things. He can do only a limited number of these things if he loses one or more fingers. A man might think that if he loses one finger his efficiency is decreased only 10 per cent, but that is not the case. One finger lost will destroy at least 25 per cent of his usefulness. Neither is a man still half a man when he loses one hand. Losing one hand means destroying at least 90 per cent, if not all, of his earning power.

A working man or any regular man needs a good brain, eyesight, and all his hands, fingers and toes to be a good workman. Let him lose his brain power, by the use of alcohol or in any other way, and, of course, you have to check him off the useful list altogether. Let him keep his brain and take away his eyesight, but give him his hands whole and he can still learn to weave baskets and a few things like that. Grant him both brain and eyesight, but cut off his hands and he is worse than useless. He becomes an expense to the community.

In the old days, they used to kill all the cripples, whatever the cause of their condition, because they were an expense to the community and could not do their full share toward production of the necessaries of life. Today we do not follow such practices any more. But ought there not be some penalty handed out to every person who is careless to the extent of losing or maiming the useful hands which are our tools for making a living?



Courtesy National Safety Council.

This photograph shows the hand of an employee who did not attend to his own affairs. He had completed the work on which he was engaged and went to another department in order that he might appear to be busy. While there he busied himself by interfering with another workman with the above result. Fortunately the other man escaped injury.

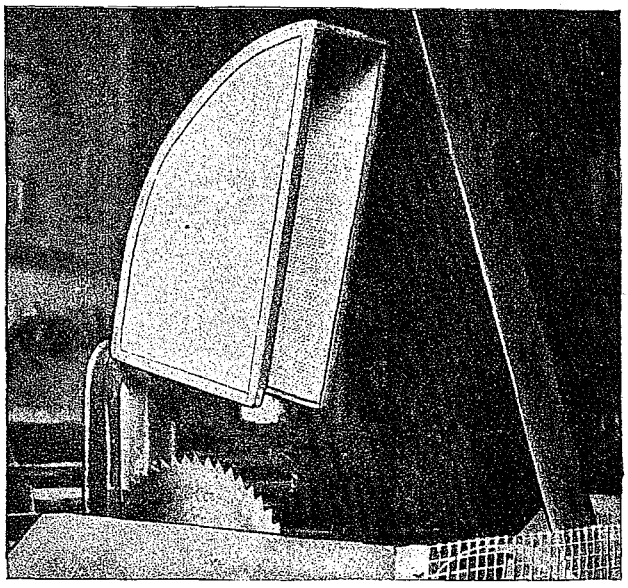
# ALWAYS CAREFUL IS BETTER THAN ALWAYS CRIPPLED

Courtesy National Safety Council, Chicago.

The man who owns what is left of this hand thought so much of his hands that he decided to protect them while at his work by wearing gloves. He was proud of his hands, but the gloves became loose fitting after he had worn them a while at his tasks. One day one of them caught in the machinery and now his left hand looks like this picture. More than 4,000 men and women lost fingers and hands last year in industrial plants in a similar manner because they did not obey the simple rule that gloves should not be worn when working around dangerous machinery. Don't do it, or your hand may look like this one before the year is over.

Courtesy National Safety Council, Chicago.

This is a photograph of the hand of a workman in an electrotype foundry as it looks today. He was sawing large blocks of electros. The saw had a perfectly good guard over it and when the guard was in place the workman couldn't get his hand into a position where it could be injured. But in his enthusiasm for getting through a lot of work one day, he thought he could work faster and turn out more work by removing the guard. Then his hand slipped and the little finger was gone. More than 50,000 workmen were injured last year (11,000 of them permanently disabled) by working at machines from which they had removed the safety guards, thinking they could do more and better work without the guards. It's better to cause a delay than an accident.



Courtesy Chicago & Northwestern Ry. Co.

A man who had worked at this machine for many weeks decided he could do quicker and faster work by discarding the safety guard. So he lifted it up out of the way as shown in this picture. His hand was caught the very first time he tried to take a log out of the machine with the guard swung up and he lost his hand. 50,000 men were injured last year in exactly similar way when they decided they could work better without guards.

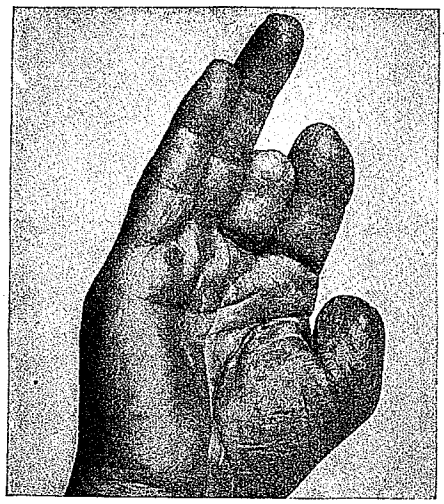
# REMEMBER THEY CAN NEVER BE PUT BACK

Courtesy American Locomotive Co.

The owner of this hand was sawing a piece of wood on circular saw and wood slipped. Result—thumb cut off. There were guards on the machine to prevent this, but the man tried to operate with the guard lifted.

Courtesy American Locomotive Co.

The man whose hand now looks like this was sawing running board on circular saw, which had two blades, one for ripping and one for cross-cut. The man who used the machine before him left the cross-cut blade above table and machine running. Workmen did not notice cross-cut blade. Result: Four fingers cut off.



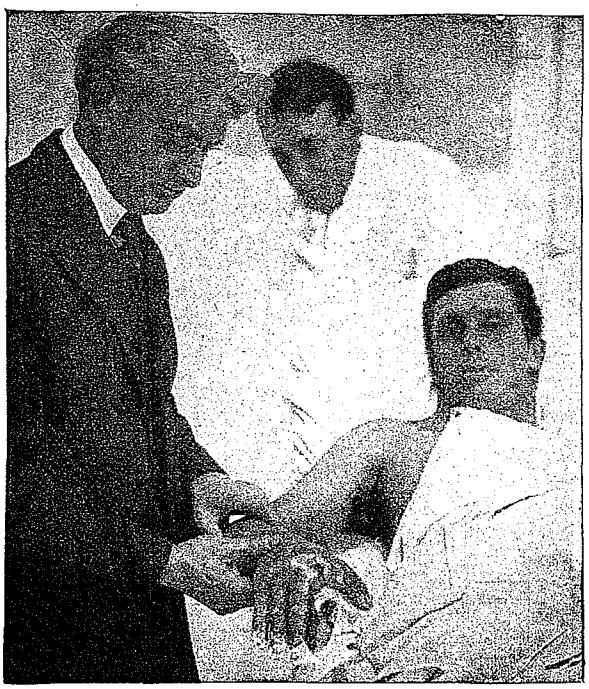
Courtesy American Locomotive Co.

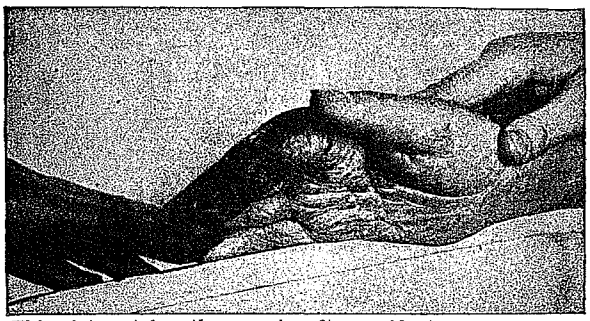
The man who owns this hand attempted to clean his machine while in motion. Did it pay?

Courtesy American Locomotive Co.

The owner of this hand was gauging work while machine was in motion, his gauge jammed, catching his hand between body of gauge and work.

# NEVER NEGLECT EVEN A SCRATCH





This picture taken three weeks after accident.

This picture taken ten weeks later.

Pictures on this page by Courtesy of American Locomotive Co.

Take the time to go to the hospital and have your small scratches attended to. If we could only impress upon all men the importance of doing this it would save a great deal of lost time and suffering.

Opposite is a picture of Dr. Faust, Schenectady physician and surgeon for the American Locomotive Works, holding the hand of Geo. Shannon, of the Schenectady Tank Shop. George is one of the 13 men from this department who (from July 1, 1914, to December 31, 1915) neglected their injuries until infection set in and serious results followed. George scratched his index finger, but instead of following instructions and having it dressed at the hospital, the scratch was neglected. This picture was taken three weeks later in the hospital and at that time pus had formed under the arm, where you will note the incision. Nine weeks after the accident Dr. Faust removed one joint of the finger and scraped away the diseased bone of the other joint, and George now has a deformed hand for the rest of his life. George is learning his lesson pretty dearly.

Now George's case is not at all unusual. We simply show George's photo because he has consented to its use to warn other men not to make his mistake. But 70 fellow employees of George made the same mistake he did during 6 months in the shops of the American Locomotive Co.

In the entire United States 1,862 men died last year as a result of infection which resulted from lack of attention to scratches.

The next time you scratch yourself in a way like this, think of the 1,862 who died last year and the 2,7b2 others who were fortunate enough to save their lives, although they all lost fingers or hands or arms or legs.

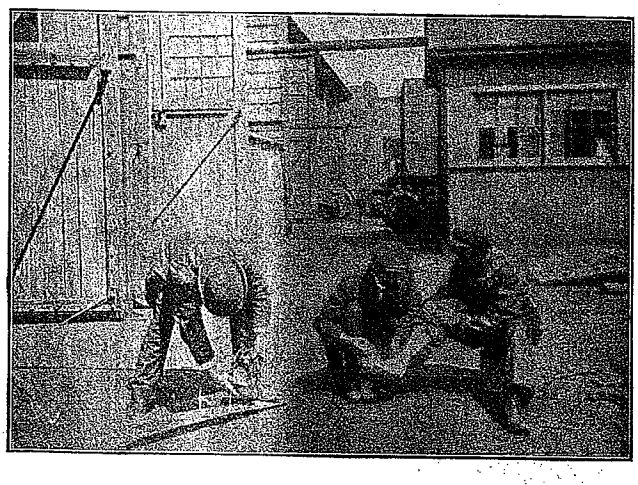
If you got a bullet wound you'd go to a doctor. Many scratches become more deadly than bullet wounds.

# LOCKJAW OFTEN RESULTS FROM STEPPING ON NAILS

A shopman sustained a punctured wound in his foot on account of stepping on nail protruding from plank which another employee had left carelessly in walkway.

Some fellow workman carelessly left the plank with the nail protruding lying where this man couldn't see it and put this man out of work for several weeks. One moment's thought on the part of the man who left the plank there would have saved the other man weeks of worry and as many weeks' wages.

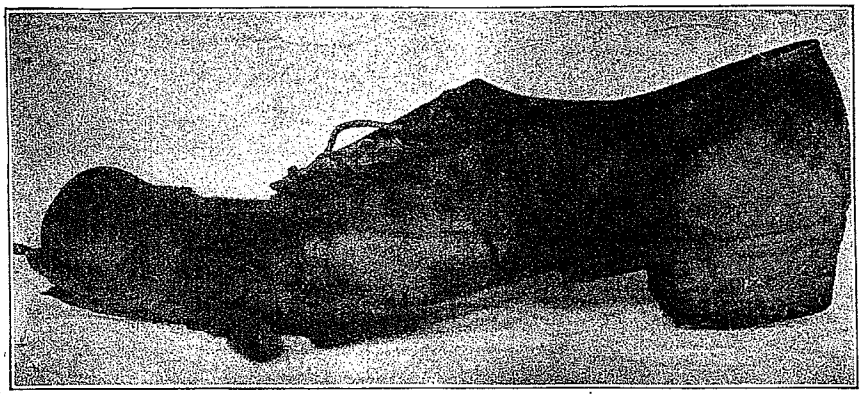
Here is another picture showing how boards with nails protruding from them cause injury. The man in this picture might have seen the nails for the board from which they were sticking out was outside in the sun. Unfortunately he was carrying a load on his shoulder and the soles of his shoes were worn through. At any rate, he stepped on a nail and was injured.

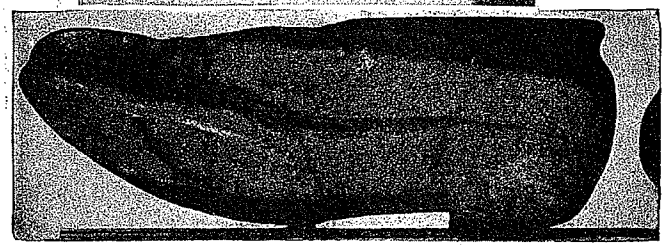


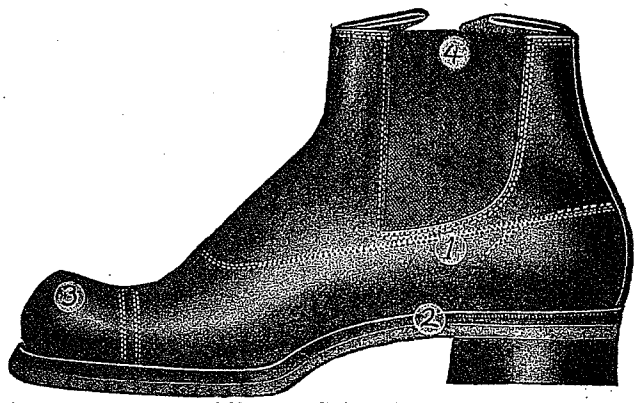
Records shows that 13,728 men and women were seriously injured last year through stepping on nails or being scratched by nails left protruding from boards and other things by careless people, and that a great many of them who neglected their injuries found the wounds infected and some of them lost their lives through blood poisoning. Look out for nails in boards and other places. When you see them remove or turn them down, whether you left them there or not. If you step on one of them go to a doctor and let him treat the injury. Consider any nail you step on or which scratches you as a rusty nail. Then you may be safe.

Pictures on this page courtesy of Chicago & Northwestern Railway Co. and New York Central Railroad.

# WEAR SHOES THAT PROTECT, NOT ENDANGER








Pictures by Courtesy of National Safety Council and American Locomotive Co.

The Lower Cut Shows One New Variety of SAFETY SHOE.

The workman who wore this shoe is also the possessor of this foot. What do you think of a man putting such a shoe on a perfectly good foot and then going to work in a foundry?

He was helping to remove a stopper from a ladle after the metal had been poured. The stopper stuck, causing the slag to run out of the nozzle and onto the sand floor, forming a pool.

While continuing to manipulate and work the ladle into a pouring position this workman, who knew the hot slag was there, forgot and stepped into it, with the result that the slag flowed over the top and into his shoe.

The outside of the shoe shows no signs of burn, but the lining does, which indicates that if high, or better still, Congress shoes, had been worn, this dreadful injury would have been averted.

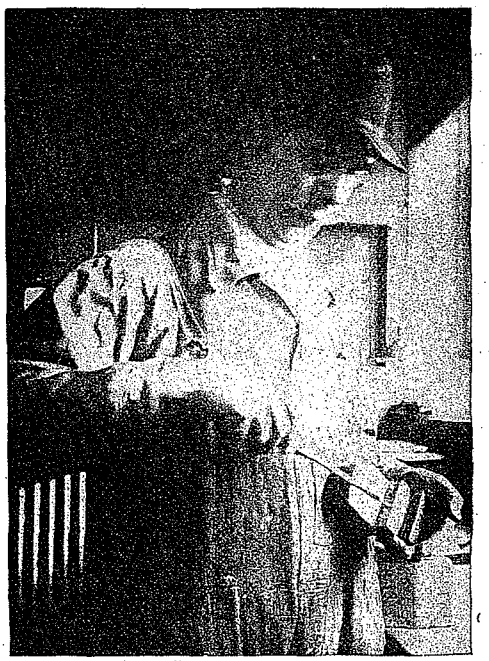
This workman was also in constant danger from puncture injuries on account of the worn-out condition of the sole.

YOUR feet are worth the protection afforded by good, serviceable shoes of proper design.

Eleven thousand four hundred and thirty-two men employed in industrial plants in the United States last year each lost an average of six weeks' time as a result of accidents, which probably would not have happened if they had worn the right kind of shoes to protect their feet while at work. More than half of these contracted blood poisoning when they stepped on nails or other sharp things carelessly left lying about. The others were injured about the feet by burns from splashing hot metal, etc.

If you are interested in learning details of methods of interesting your workmen in wearing safe shoes, write the National Safety Council, Chicago, for particulars.

# THERE'S ALWAYS A SAFE WAY



Courtesy Inland Steel Company.

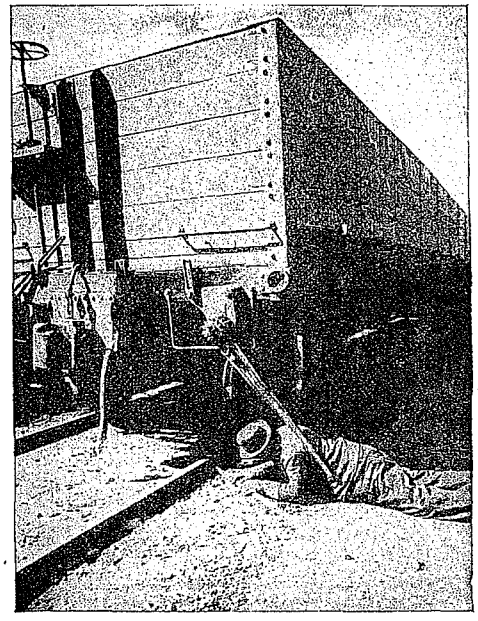
LIABLE TO INJURE HAND.

Courtesy Inland Steel Company.

THE SAFE WAY.

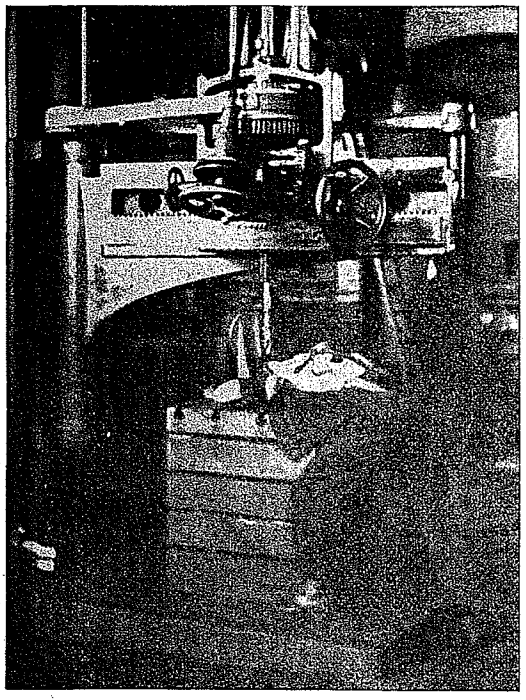
Never hold any object in your hand when attempting to use a screwdriver on it, as the screwdriver may slip and penetrate your hand. The safe way is to rest the object on a bench, holding it so your hand will not be injured if the screwdriver slips.

Keep out of the way of coupling lever when dumping hopper bottom cars. (*Courtesy Inland Steel Company.*)



Accidents nearly always result from careless acts. The man who thinks before he acts avoids accidents. (*Courtesy Inland Steel Company.*)

# SOMEONE IS HURT EVERY SIXTEEN SECONDS

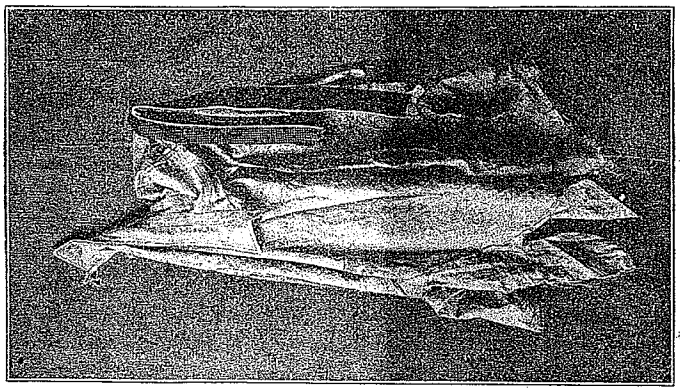


Courtesy American Locomotive Co.

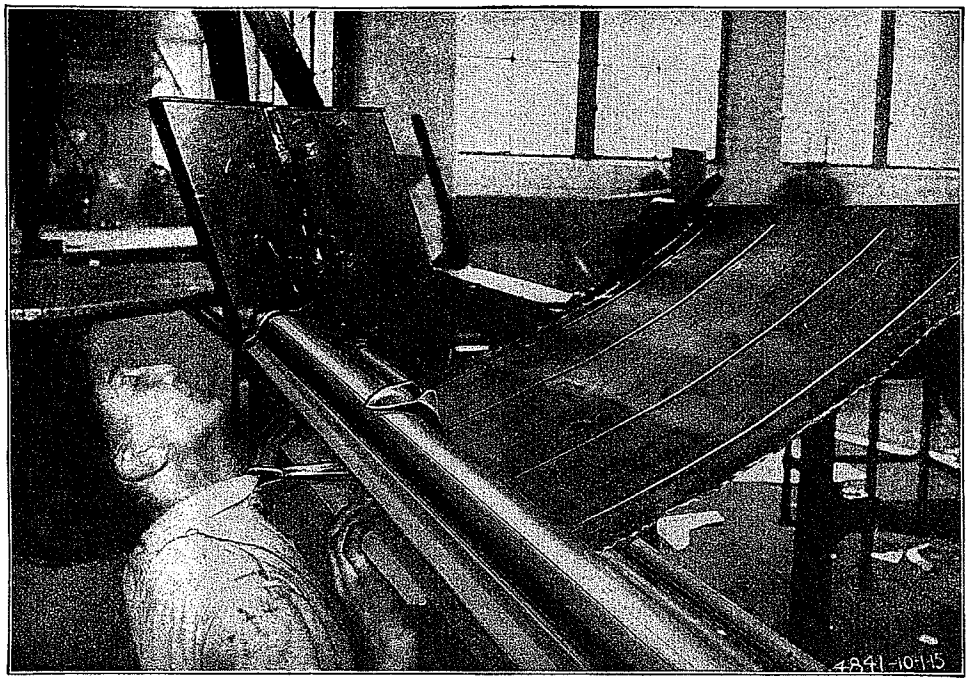
Courtesy National Safety Council, Chicago.

While machine was running, this workman reached over table and the drill caught his sleeve, wound up his clothes, tore off both shirts and badly bruised his arms, neck and body. He is lucky to be alive and owes his life to a fellow-workman who HAPPENED to see the accident and stopped the machine just in time. YOU may be the NEXT VICTIM if you are a chancetaker. Life is too short and you are a long time dead—will you take a chance?

These pictures show what a loosely hanging sleeve or loosely hanging part of any garment will do to a perfectly good workingman's outfit when it gets caught in a machine. A workman whose clothes catch in the machinery around which he works can not lay the blame on anyone else. It's always his own fault. If we could picture here the awful agony of the man who gets caught in the machine by his clothing and feels himself becoming mangled by the very machine from which he has been making his bread and butter, we are sure no other workman would ever take a similar chance. We never wonder why a child has to be burned before he dreads a fire. But we often wonder if a workman has to be injured before he becomes a good safety first scout. At any rate, all who were ever injured are heart and soul with all that's left of their bodies for safety first always.



## ONE WAY TO HANG YOURSELF



Courtesy of National Safety Council and Ford Motor Co.

This man was seriously injured when his necktie (which is ornamental at best) caught in the machine as shown in the picture. It is not a pleasant picture to look at. It is less pleasant to think of. It is likely to happen to you or any man who wears loosely hanging clothing while at work around machinery. Nine hundred and eighty-six workmen were killed in the United States last year by being drawn into the wheels of machinery or thrown to death when parts of their clothing caught in wheels, revolving shafts, etc. More than 7,000 others were seriously injured in the same way. When a man is killed or injured from this cause, he alone is responsible. No one ought to have to pay him or his family anything for such carelessness. Are you sure you are always careful about this?

THE UNSAFE KIND

# Safety Overalls

Accidents do not just happen. Nothing "just happens." For every result there is a cause. Sometimes the cause can easily be determined, but at other times it is difficult to tell exactly what brought about the result.

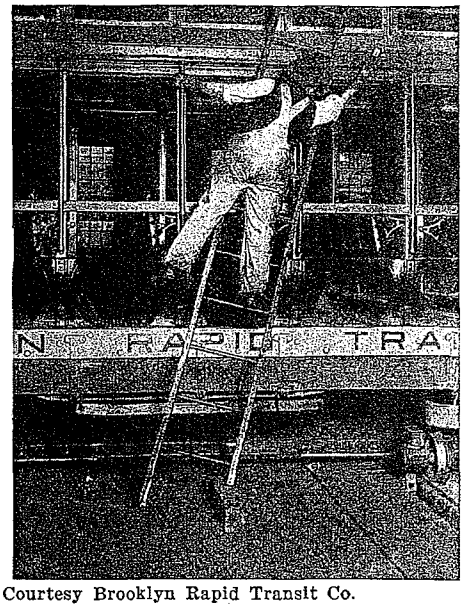
The man who says his clothes "Accidentally" caught in a machine has no one to blame but himself. Machines or revolving shafts never reach out to grab a man and grind him to death—it is always the man who puts himself in a position where the result can be nothing else than a tangle of clothes and machinery.

The accompanying pictures were taken to show how easy it is to protect yourself against getting caught by revolving machinery. Also note the difference in the appearance of a man when he wears the Coverall garment. HELP PREVENT ACCIDENTS BY PROTECTING YOURSELF.

THE SAFE KIND.

Pictures by courtesy of A. O. Smith Co.

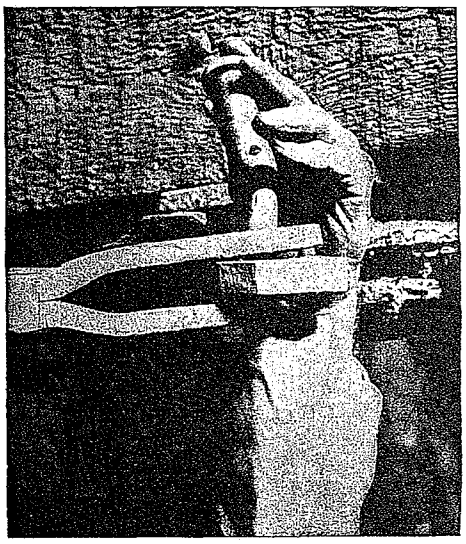
# IT'S BETTER TO BE SAFE THAN SORRY



Courtesy Brooklyn Rapid Transit Co.

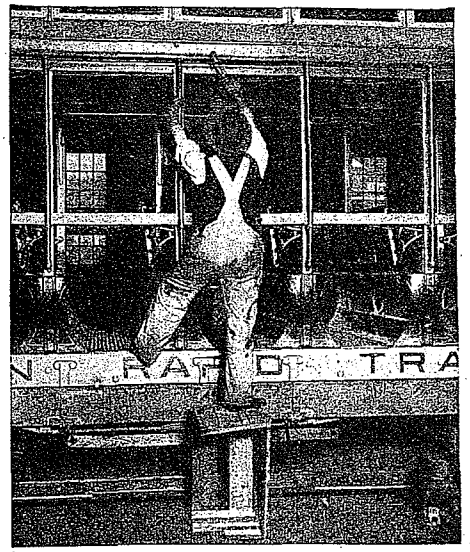
Falls from ladders and other places cause two and a half times as many accidents each year as occur on railroads.

This man used a broken ladder instead of getting his ladder fixed or a new one which the company would gladly have supplied. He took a chance and used a makeshift. Finally he slipped and broke his neck. He had been warned by his foreman. 148 working men were killed last year and over 1,000 seriously injured by taking the same chances this one did.



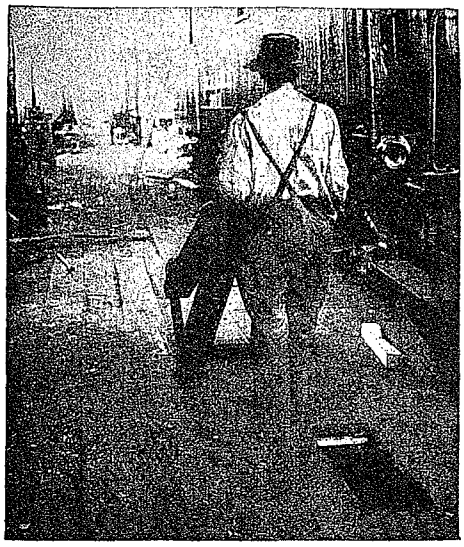
Courtesy Brooklyn Rapid Transit Co.

A good many men lost fingers last year because they used their fingers in lining up various parts as this man is doing. This man is only showing how it is done. Remember that when a man loses a finger the whole country loses a finger.



Courtesy Brooklyn Rapid Transit Co.

This man was a member of the "Take a Chance Family" before the great battle counted him out forever. He was too lazy to get the proper horse or ladder. He used a broken box which stood near. The box caved in, of course. He scratched his leg on a rusty nail. Blood poisoning set in and he died. The perfectly good ladder was leaning against the next car in the shop at the time. Hundreds of similar accidents occurred last year in this manner.



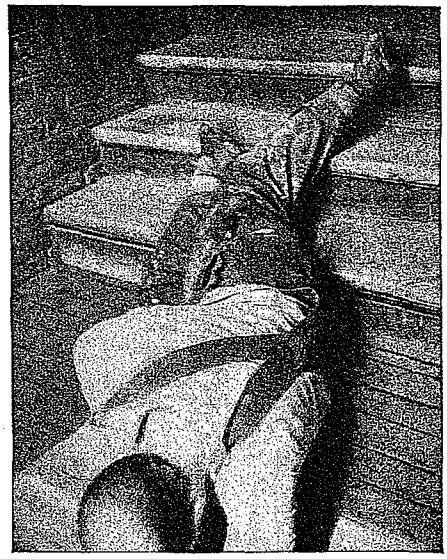
Courtesy New York Central Railroad.

A shopman fell through this hole in the floor of the shop and was killed. 492 other men and women workers were killed last year by falling through similar holes. 3,728 others were seriously injured. It takes two people to cause such an injury or death. One to leave the hole open, the other to fall in. Both should be condemned for carelessness, but in this case the greater responsibility falls on the man who left the hole open.

# MORE PEOPLE ARE KILLED BY FALLS THAN BY RAILROADS

Courtesy Massachusetts Employees' Insurance Association.

CARELESS WAY



Courtesy Massachusetts Employees' Insurance Association.

RESULT

Falling down stairs is one of the most prolific sources of accidents both in the shop and in the home. It will surprise many to know that 1,149 people were killed and more than 4,000 crippled last year from this cause. A great many of these accidents are caused by either the high-heeled shoe, when the edge of the heel catches and trips the wearer into a fall, or by the run down heels of the shoes, which cause falls as shown in the picture. But leaving the shoe question entirely out of it, there is a perfectly safe way to come down stairs always, as shown in the two lower pictures. Hang on to the rail and plant your feet firmly on each step. If you wear skirts lift them. It takes less effort to keep from falling than to pick yourself up, and deaths from internal injuries result as often from falls down stairs as from any other cause.

More people are hurt every year in the United States falling down stairs and out of windows than in all the railroad accidents which occur in this country.

Courtesy Eastman Kodak Co.

SAFETY ON STAIRWAYS—SAFE WAY.

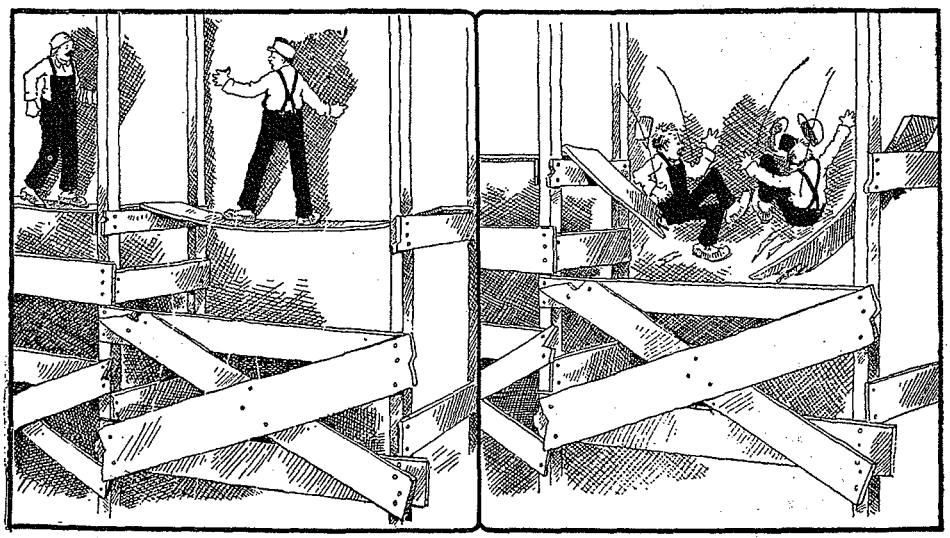
Notice that one girl takes hold of rail with right hand and skirt with left. The other girl takes her arm and holds skirt with left hand, greatly reducing chance of stumbling and falling.

Courtesy Eastman Kodak Co.

SAFETY ON STAIRWAYS—DANGEROUS WAY.

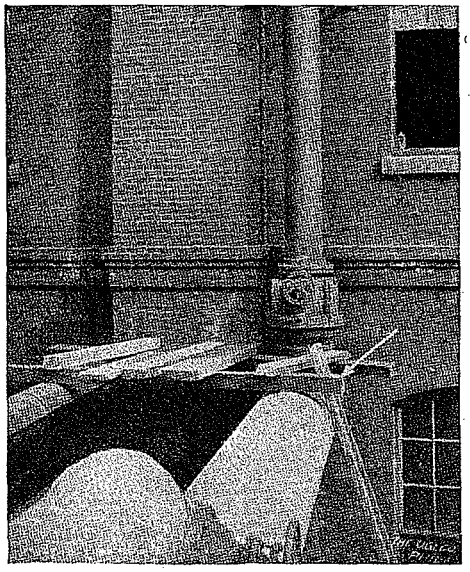
Skirts are allowed to drag and be stepped on. If the girl to the right stumbled and caught hold of her partner both would be apt to fall

# GOOD LEGS WORTH MORE THAN A MILLION CRUTCHES



Courtesy Wisconsin Industrial Commission and National Safety Council.

The man approaching the board in the first picture could see that it was bending under the weight of the first man. Did he hesitate? He did not. He took a chance. Perhaps the first man protested. At any rate they now both believe in Safety First on scaffolds. They each had six weeks in the hospital.

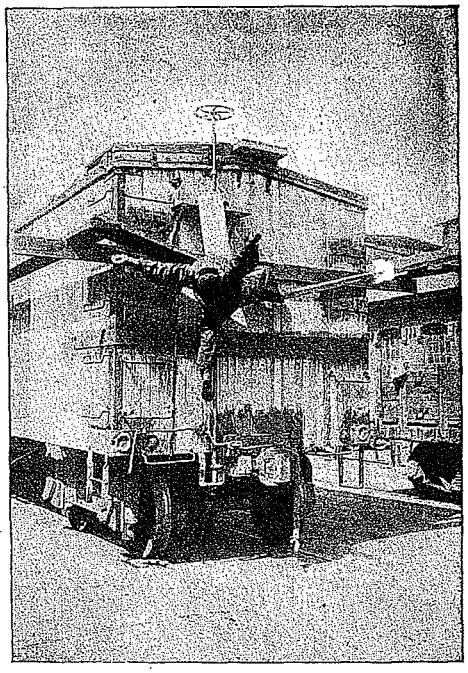


Courtesy U. G. I. Co., Philadelphia.

A man fell fifteen feet from the poorly-arranged scaffold shown in this picture.

You will see that the beams on which the planks rest are not fastened in place, and that the beams extend beyond the pipes. The workman stepped on the end of the beam indicated by the arrow and the whole scaffold tipped over with his weight.

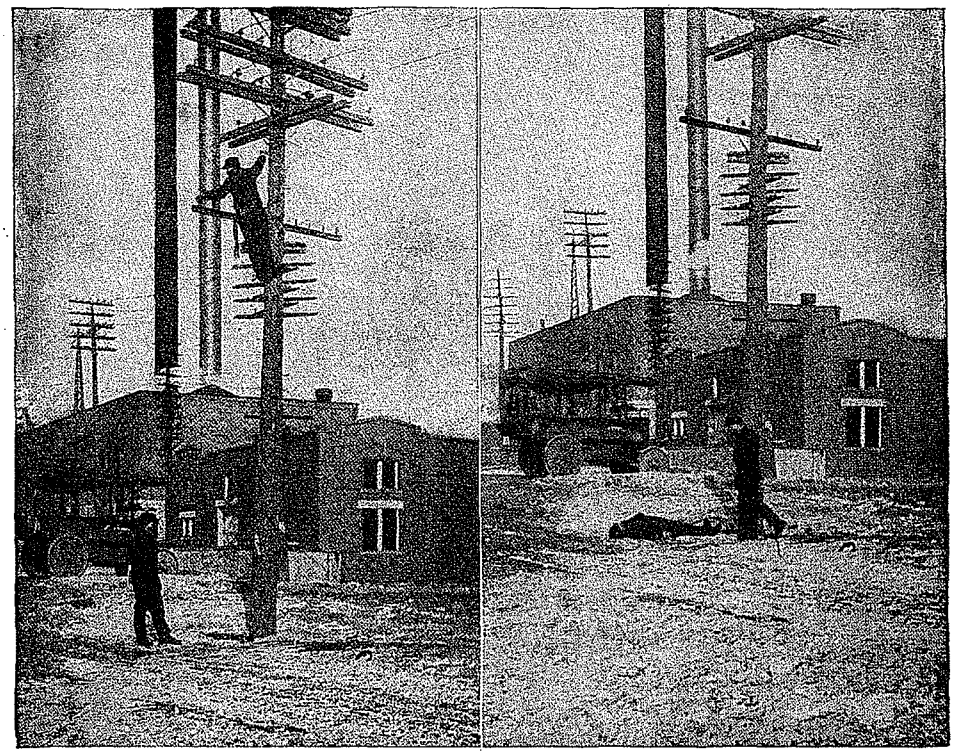
Be sure never to set up a scaffold of this kind without fastening the beams securely in place, so that even if you step on the end of one of them you won't capsize the platform. Think SAFETY while you work, and keep your weight off the extreme ends of beams and planks—in case anything SHOULD happen.



Courtesy New York Central R. R.

This man was repairing a box car. He had constructed a scaffold but used a very weak board —one with a knot in it—and had a bad fall. There were 949 men killed and over 3,000 seriously injured by falls from scaffolds last year. If your work takes you on scaffolds see that they are safe first.

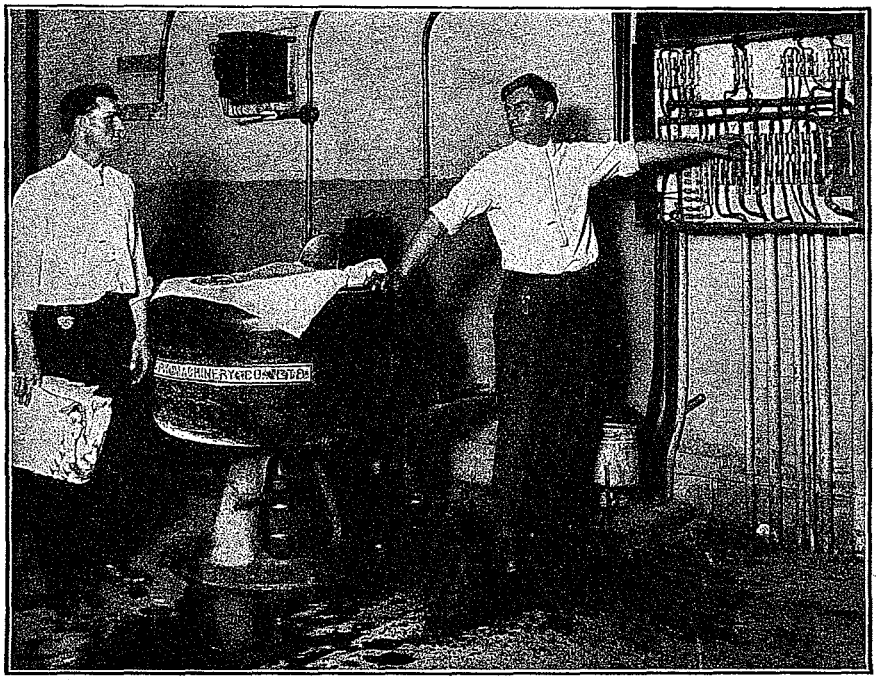
## EVERY WIRE SHOULD BE CONSIDERED A LIVE WIRE



Courtesy Public Safety Commission, Chicago.

This man lost his life because he didn't wear the safety feet provided by the company. His regular work was handling live wires. More than 500 men whose business is handling live wires were killed last year because they forgot the necessary precautions. More than 1,000 other people, men, women and children, lost their lives last year by monkeying with wires they had no business to touch. There's only one safe way to treat a wire—treat every one of them as though it were a live wire and leave them alone. If you must touch them, find out first if they are dead—or better still, send for some one who knows how to handle them.

# THE CHANCE-TAKER IS AN ACCIDENT MAKER

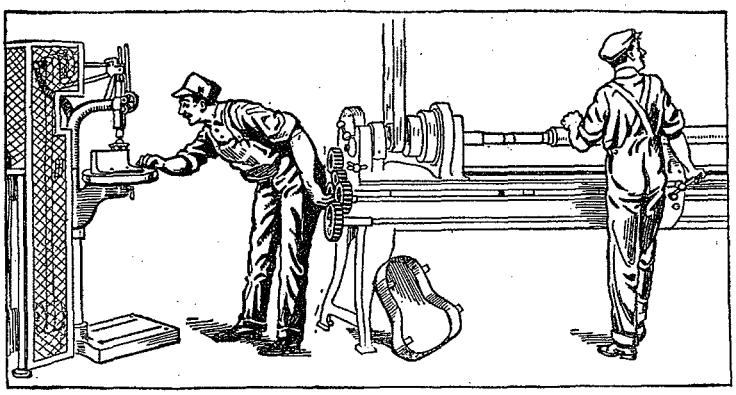


Courtesy Employers' Indemnity Exchange, Kansas City, Mo.

This man was reaching for a switch, his other hand on iron, his feet in water. He allowed his attention to be detracted for a second. You can guess what happened to him.

Another man in another State did the same thing; he was killed on the spot, and the current was only ordinary city lighting—110 volts.

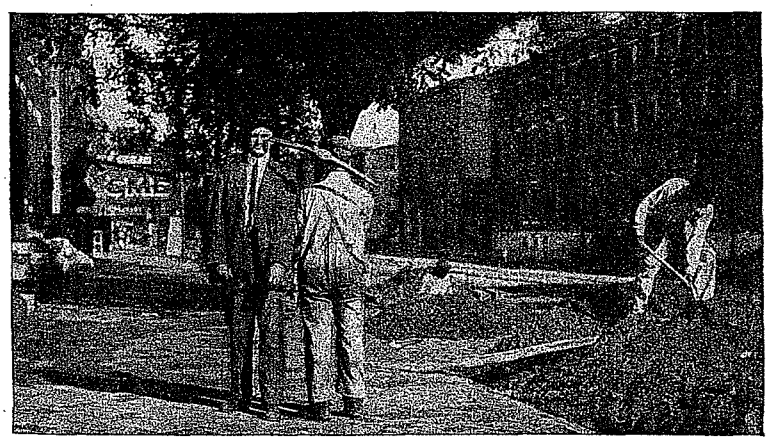
The lesson: (1) Empoyee should watch what he is doing when reaching to a dangerous place. (2) A wooden grating should be installed to provide as dry a floor as possible.



Courtesy Conference Board on Safety and Sanitation.

This illustration evidently shows the man who probably has a wife, several children, and several superfluous fingers. His carelessness will remove several fingers, but his family is still as it was and he finds it impossible to support them now with only one good hand.

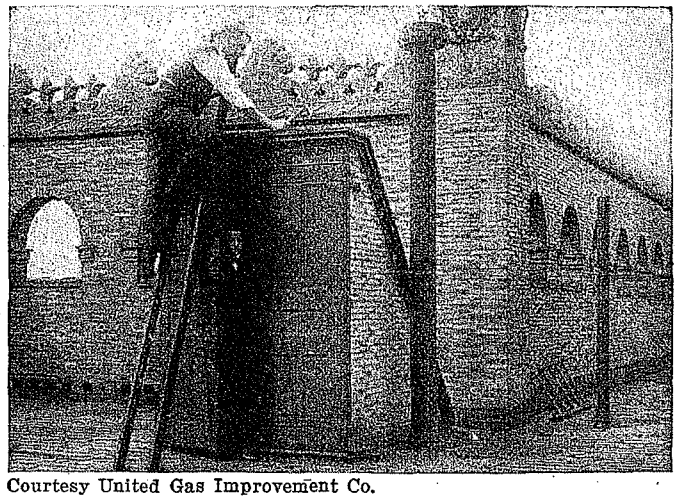
# COOPERATION IN SAFETY FIRST KILLS ACCIDENTS



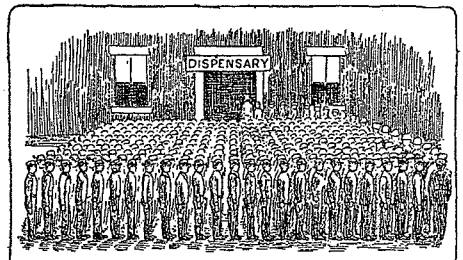
Courtesy United Gas Improvement Co.

Quite a number of accidents are caused in the manner shown in this picture. In carrying anything—a pick or an umbrella or a cane—people are often careless and injuries are inflicted on others. People often carry umbrellas when closed under the arm. In going up stairs they are liable to injure the eyes of other people behind and umbrellas can thus become as deadly as a hat pin.

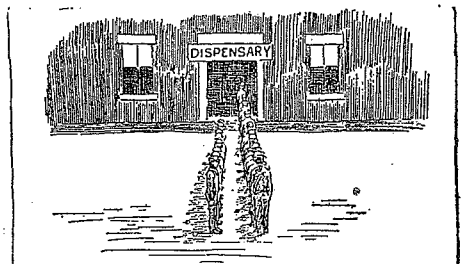
Never get up on a ladder that is placed in a position similar to this one, without first seeing that the door is locked. The man opening the door in this picture has no means of knowing the ladder is there. Safety first in such cases is up to the man on the ladder.



Courtesy United Gas Improvement Co.




260 ACCIDENTS IN AUGUST 1913.

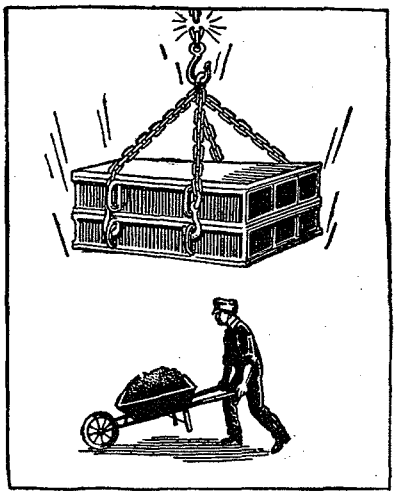



22 ACCIDENTS IN JUNE 1914

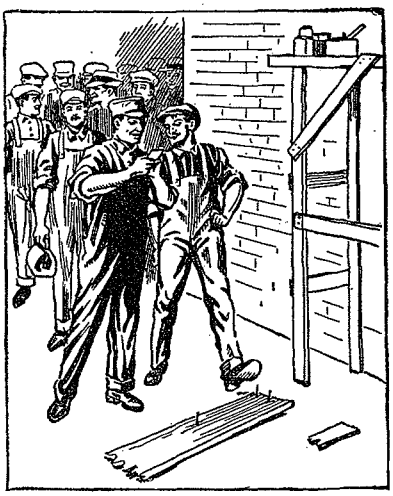
The J. G. Brill Company, of Philadelphia, had a record of 260 accidents in August, 1913, or 8 6/10 per cent of the number employed. Their Safety First Campaign met with the cooperation of most of their workmen the following year, and the list got steadily smaller until there were but 22 accidents in June, 1914, or 1 2/10 per cent of all their employees. This company has an efficient regiment of soldiers in the Battle Against Accidents. Now all of their 3,000 men are pulling together to wipe out the rest of the accidents, and it can be done.

# WATCH YOUR STEP

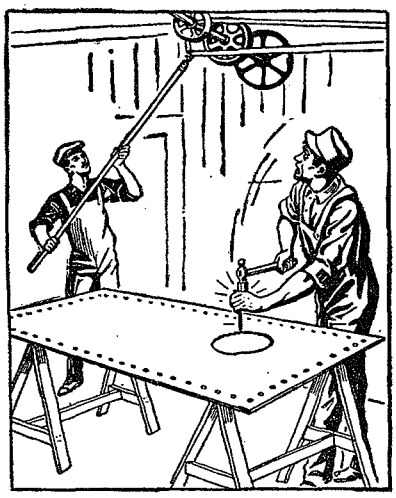
It is only at vaudeville performances that you find men who can balance themselves on the edge of a table and pull off similar stunts, so unless you are an artist in this line, be sure of a solid footing.



"Heavy, heavy, hangs over your head"—who has not heard these words during childhood days. Remember, at work, these words still hold true. The straw that broke the camel's back may snap the strongest chain.



"Watch your step." Nails should never be left sticking up in discarded boards. But it is no more than reasonable caution for every man to look where he is walking.



This picture shows a member of the "stick-your-nose-into-other-peoples'-business" society at work.

THE FOLLY OF MAKING A CLOTHES HORSE OF A GAS FIXTURE.

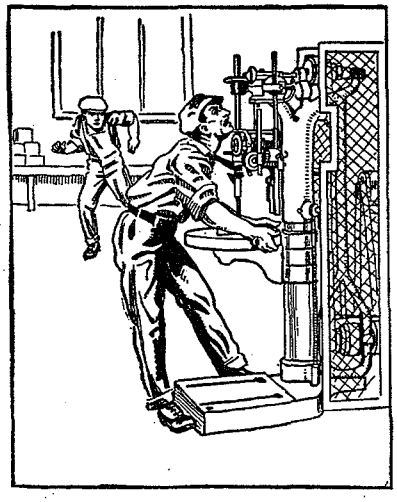
Mrs. A., returning to her home tired and worn out from a forenoon's shopping trip, placed her wrap upon a wall gas bracket in her bedroom, and lay down for a quiet rest. A large Newfoundland dog, companion and guardian, also lay down upon a rug at the side of the bed. Several hours later the husband, coming home, found both wife and dog lying dead. Investigation disclosed that the collar of the lady's wrap had partially opened the valve of the fixture, allowing gas to escape, causing asphyxiation.

A similar case was that of a locomotive engineer arriving home about noon, tired out from a long run. After lunch with his wife he retired to an upper bedroom for a nap. He was found thirty minutes later, asphyxiated by gas and dead. It was discovered that the deceased had taken off his collar and tie, throwing them over the arm of the gas fixture suspended from the ceiling, accidentally opening the gas valve.

Pictures on this page by courtesy of Conference Board on Safety and Sanitation.

# THE HORSE PLAY IDIOT

"Thinking Safety" means thinking beyond the present moment. Always take care not to work in a position that can become dangerous through the innocent move of a fellow workman.



"Blest be the tie that binds my collar to my shirt and hides beneath its silken folds at least a week of dirt."

But only the thoughtless, careless wearer will allow it dangling while at work.

The most abominable and dastardly practice among workmen is that of tickling a co-worker while at work—a practice indulged in by some of the most savage Indian tribes.

## THE PRACTICAL JOKER AND SHOP CUT-UP

Confine your feats of strength and skill to the gym. It is foolish tricks that you have to guard against.

In a spirit of mischief a fellow employee in an office broke a paper clip into two parts, and, by using a rubber band, shot half of the clip across the room and into another man's eye.

While wrestling with another employee, a man accidentally pushed both hands through two panes of glass in a door, suffering painful injuries on both hands and arms. He will lose considerable time as a result of his love of fun during working hours.

These accidents occurred in the office of the Packard Motor Car Co.

A workman in Indianapolis, Ind., was severely burned and will possibly lose an eye because:

Smoking in the shop was prohibited. The injured workman was in the habit of leaving his work and going to an adjoining room to indulge in the prohibited practice.

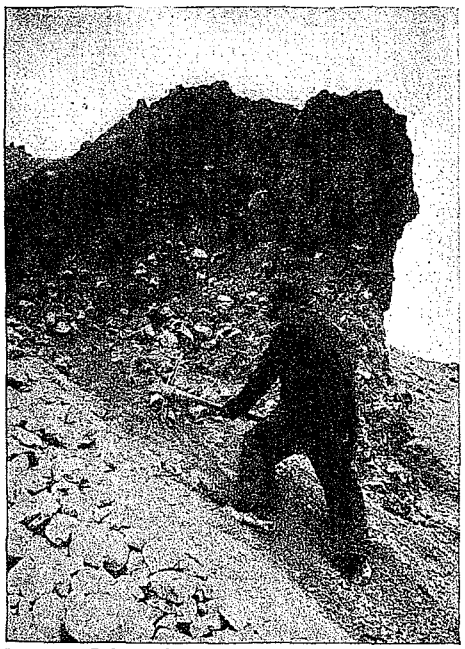
A fellow employee discovered the hidden supply of tobacco of the offender, and, FOR A JOKE, mixed powder with it.

The powder exploded and blew the blazing tobacco into the victim's eye, burning it severely.

Whether it was "horse play" or "practical joking" the lesson should be taken to heart.

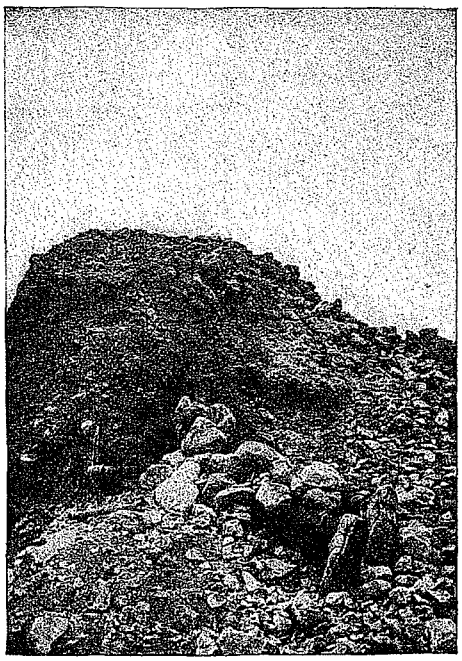
Pictures on this page by courtesy of Conference Board on Safety and Sanitation.

## BETTER BE CAREFUL THAN BURIED



Courtesy Inland Steel Company.

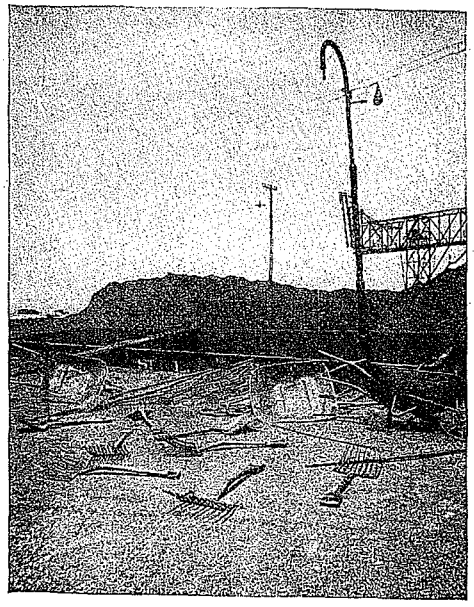
DANGEROUS PRACTICE.



Courtesy Inland Steel Company.

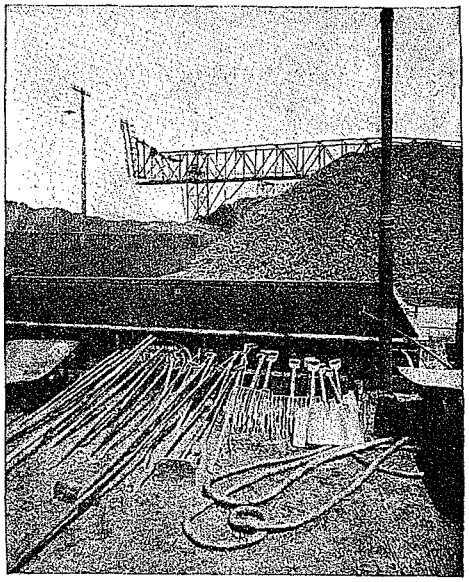
THE RESULT.

When removing material from piles watch out so that lumps do not roll down and strike you; do not undermine pile, as it may cave in on you.



Courtesy Inland Steel Company.

DANGEROUS CONDITION.



Courtesy Inland Steel Company.

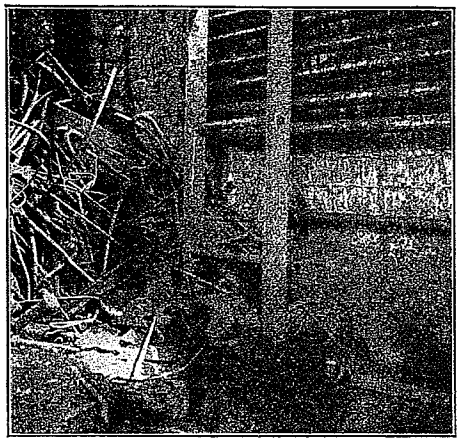
ORDERLY AND SAFE.

Do not leave rakes, forks, shovels, scrapers, or other tools having sharp points projecting upward.

# ACCIDENTS KILL ONE PERSON EVERY FIFTEEN MINUTES

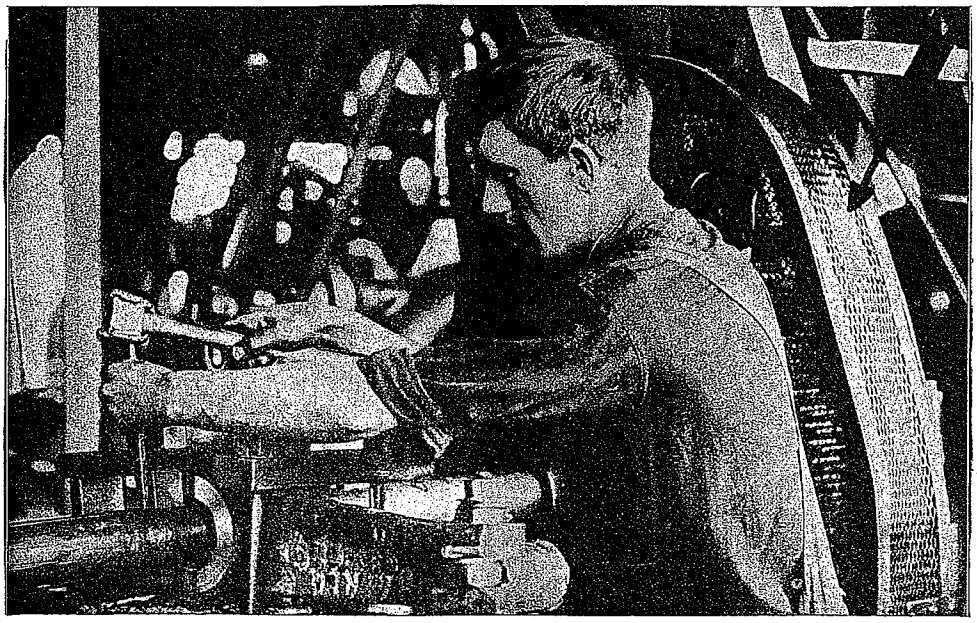
Courtesy American Locomotive Co.

This is a picture of one corner of a shop where a man was recently killed. He came through here carrying a heavy load and tripped and fell over the rubbish that was not cleaned up by the workman who should have done so. The load he was carrying fell on him and crushed out his life. This may happen any time. It happens hundreds of times every year. Never leave anything lying about on the floor which could cause such an accident.



Courtesy American Locomotive Co.

Very often rubbish is allowed to accumulate in basements as at the foot of this ladder shown in the picture. Any man descending the ladder could become tangled in this debris and be seriously injured. It doesn't always require a thirty foot fall to kill a man. Often merely tripping, as happened to a man who came down the ladder in this picture, causing a fall of three or four feet, is enough to cause death. Do you know of any place in the shop where you work that this could occur?



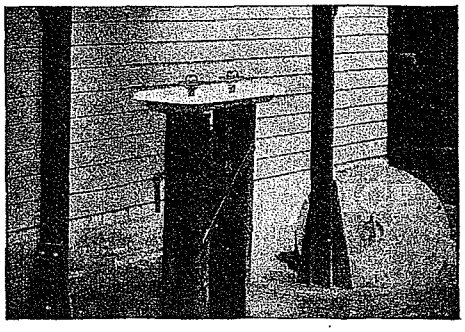
Courtesy American Locomotive Co.

This workman lost part of his left thumb in attempting to remove tool from boring bar while bar was revolving. He had loosened the key and as he attempted to grasp tool with his fingers his thumb was caught between end of tool and top of table.

The arrow in picture points to sign attached to all machines, reading as follows: "SECURELY STOP THIS MACHINE BEFORE REPAIRING, OILING, WIPING OR ADJUSTING WORK AND WHEN THROUGH FOR THE DAY."

BITE THE BUBBLE—DON'T TOUCH LIPS TO THE METAL

THE OLD WAY



Courtesy United States Steel Corporation
THE NEW WAY

# "KEEP LIPS AWAY FROM METAL BALL OF WATER FOUNTAIN"—USE DEVICE PROPERLY

"Bite the bubble. Don't try to swallow the metal ball from which the water spurts."

These are the high points in instructions issued by federal health officers on the proper way to drink from a drinking fountain.

Investigation shows a large per cent of the persons using the fountain allow their lips to touch some part of it. The slowly running water does not cleanse the parts touched, thus making the spread of disease likely.

"Every person using the bubbling fountain," says the bulletin, "should bear in mind the object of this sanitary device is to prevent the interchange of mouth secretions.

"The other day an inspector of the United States Public Health Service took a seat beside a bubbling fountain at a railway station and watched the way in which it was used. Forty-seven persons, of whom eleven were men, twenty-two women, and fourteen children, used the bubbling fountain.

"In almost every case the lips were placed almost completely around the metal ball from which the water spurted, and one small boy seemed as though he were trying to swallow it.

"Several of the men were obviously chewing tobacco."

# INFECTION FROM KISSING A DOG

Nellie C., a rosy-cheeked girl of eleven, came home from school at noon with a high fever. The parents, not easily alarmed and scarcely able to employ a physician, put her to bed, thinking she would be well by the next morning. The father went to his work early and the mother, having a large washing and finding that the little girl refused breakfast, left her in the room upstairs during the forenoon, but her condition was so serious at one o'clock that a physician was called and she died an hour later, the physician being unable to determine the exact nature of her malady. A coroner's inquest was necessary, at which a neighbor testified to having seen the little girl kissing the mouth of her spaniel dog the day before. As it is well known that dogs are insensible to some germs that are deadly to human beings, this surely should be a warning against affectionate demonstration to animals on the part of both old and young.

IF YOU SPIT ON THE FLOOR AT HOME—SPIT ANYWHERE

Courtesy National Cash Register Co.

If you spit on the floor at home spit where you work or any place. There is nothing like making yourself feel at home. What does spitting cost in lost time and doctors' bills? And how about your fellow workman if you spit on the floor—Are you fair to him?

# SIGNS

## Believe in Them—There's a Reason

You must watch for danger signs and obey their warnings. Report disobedience on the part of others.

The danger is there—the sign tells you so—believe the sign.

Never remove a safety flag, tag or sign. The man who placed it there knows why. He will explain if you ask him the reason.

A PLEDGE WORTH SIGNING AND FRAMING

# Resolved

I will not neglect to wear goggles while operating grinders or other machines where I am liable to eye injury from dirt, flying chips, etc.

I will use all safety devices provided and will call the attention of a fellow workman to his failure to use them.

I will not use a defective tool or machine and will call foreman's attention to them at once.

I will not wear gloves around working machinery except with fingers cut down to second knuckle.

I will not clean my machine while in motion, neither will I attempt to remove tools or work until machine is stopped.

I will not fool with electrical apparatus, or air hose, or play dangerous practical jokes on my fellow workmen or allow any one else to do so if I can prevent it.

I will not use stretched or otherwise defective chains or hooks, rickety scaffolds, weak or broken ladders or those without spikes or with dull spikes or bad wrenches.

I will turn down or remove all upstanding nails or spikes.

I will be careful in handling material and see that it is kept out of aisles or passageways and I will not allow material to be moved unless the chain is properly attached or the material properly loaded on trucks.

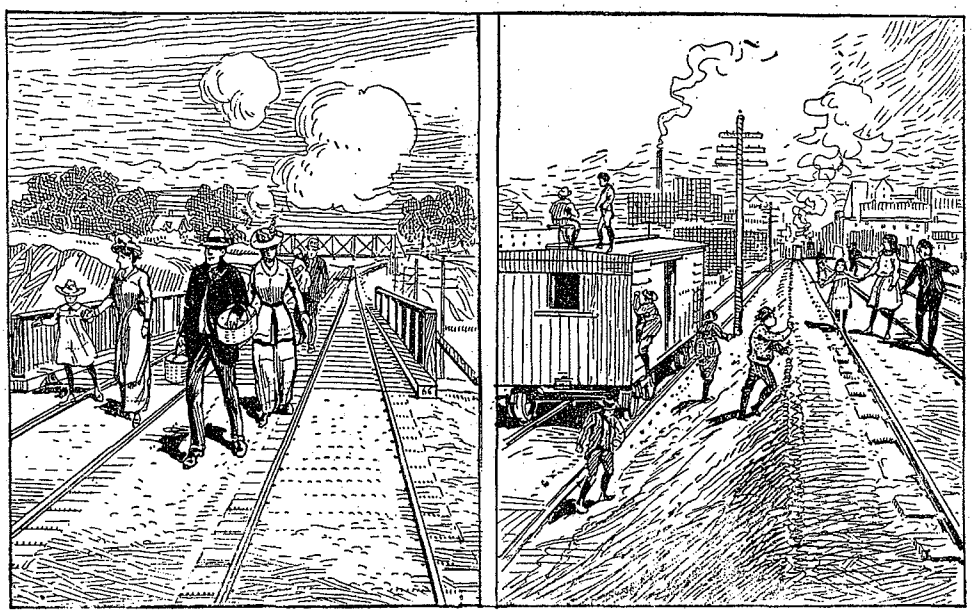
I will wear close fitting overclothes and good shoes and will not wear a flowing necktie unless it is confined beneath my jumper.

I will report to Shop Hospital or other place provided and immediately have all trivial or other injuries dressed.

I will do everything possible to further the SAFETY FIRST MOVEMENT in view of the fact that I am the CHIEF BENEFICIARY.

(Signed)_____

## WHAT RAILROAD TRESPASSING HAS DONE

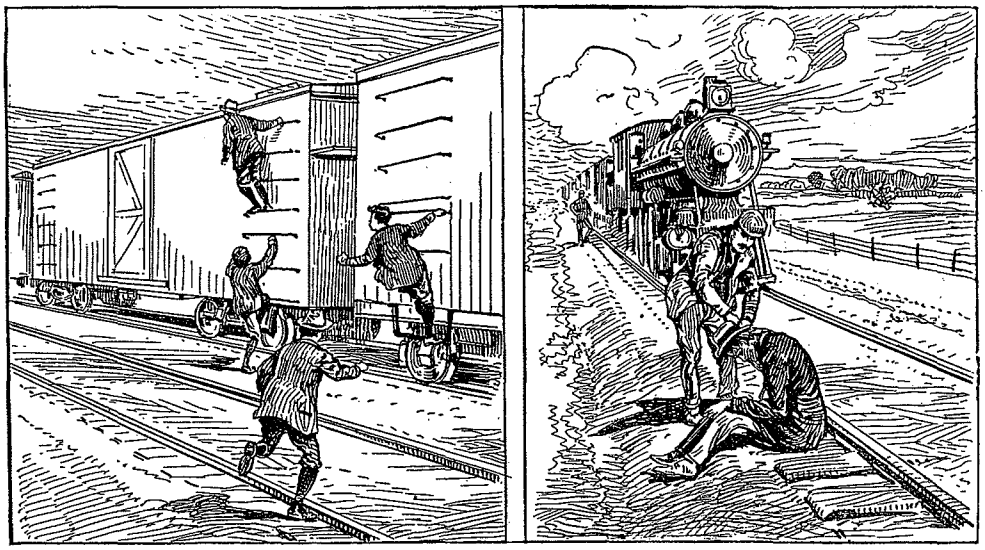


Courtesy Chicago & Northwestern R. R.

In twenty years people doing the things shown in these pictures have produced the following result:

86,733 trespassers have been killed; 94,646 trespassers have been injured—181,379 total trespassers killed and injured on the railroad tracks of this country. Divided as follows:

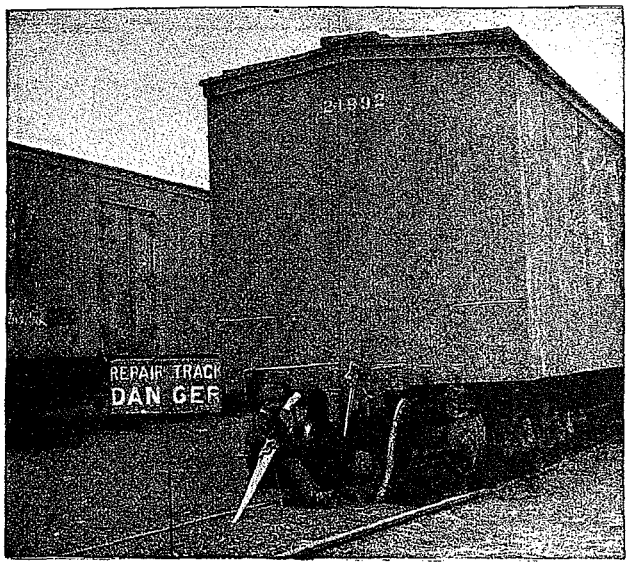
25,000 young people under 18 years of age, residing in the vicinity of accidents—many of them under 10 years of age. 36,276 tramps and hoboes. 120,103 citizens of the locality in which the accident occurred—mostly wage earners.



Courtesy St. Louis & San Francisco R. R.

Pictures on this page furnished through National Safety Council, Chicago.

# RAILROADS—MORE DEADLY THAN GUNS




A car repairer was injured because of failure to comply with Rule No. 26, which says:

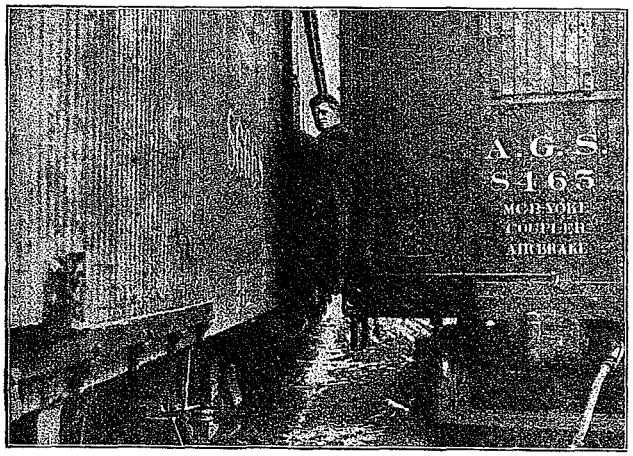
"A blue flag by day and a blue light by night must be displayed at one or both ends of an engine, car or train when workmen are under or about them."

Another car inspector was injured at Green Bay, Wis. He protected himself with a blue flag at north end of cars, but not at south end, from which end cars were kicked onto the track. This accident demonstrates the necessity for providing protection at both ends of open tracks. 53 car repairers were killed and 171 were injured last year as a result of failure to observe this perfeetly sensible and safe rule.

On one United States railroad four employees were killed and 504 injured by falling over obstructions left too close to the rails.

All material should be piled at least six feet from the rail. Coal cinders, rubbish and drawbars should be picked up.

The illustration is in a railroad yard. The same caution applies to material and obstacles piled about in other places where people must pass.




A switchman had kicked car in on track No. 10 and afterwards kicked some cars in on other tracks. Then he rode a car down on the track next to track No. 10. Another switchman, before he threw the switch for the last cut, noticed that the first car was close, measured the distance in the usual way, thought it would clear, but it was too close to clear a man, and the switchman, who was riding on the side of car, was knocked off and killed.

Pictures on this page Courtesy Chicago & Northwestern Railway.

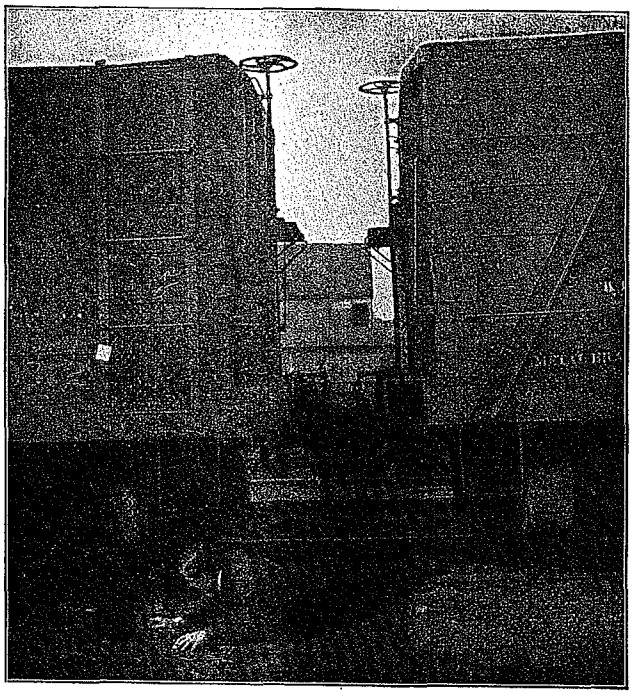
# BETTER BE CAREFUL THAN CRIPPLED

A passenger conductor injured; his train ran by station platform and was backing. The conductor was standing on the steps of one of the coaches looking down to see if anything was wrong with the brakes, when a trunk projecting from a baggage truck standing on the platform struck him on the head and knocked him off the car. Never stand on the platform or steps of a moving train. What happened to the conductor may happen to you.

Courtesy Chicago & Northwestern Ry. Co.

A brakeman injured; was head brakeman on way freight. He borrowed a meal ticket from the fireman and started for the lunch room to get a package of tobacco. Another train was passing through the station, running, the injured man says, ten or fifteen miles an hour. He climbed between the cars and in jumping off fell. Was run over. His right leg was amputated and a part of his left foot. Better be careful than crippled.

If it's possible for a brakeman who is familiar with cars to be injured doing things like this, how is it possible for you to escape if you trespass?



Courtesy Chicago & Northwestern Ry. Co.

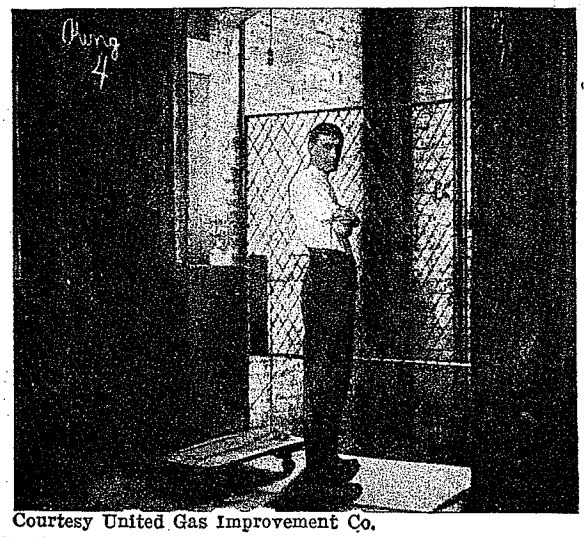
America is the only civilized country that does not prohibit trespassing on railroad tracks.

"When you stop to think that in twenty years there were 25,000 young people killed and injured on our railways—enough to make a mile post for every mile of travel in a trip around the world, and that in nearly every city, town and village there is some child without an arm or a leg, lost trespassing on the railways, or a little grave in the cemetery, of some child—perhaps an only child—killed flipping on the cars, and that during the last few years of the twenty-year period referred to fourteen trespassers were killed and forty injured each day of the 365 days in the year, and that four-fifths of the killed and injured, or 145,103, were not tramps but young people and children and respectable citizens; fourteen times as many trespassers killed every day and every hour as there were passengers killed—why will you take a chance and trespass, or let your little one do so?"—Ralph C. Richards.

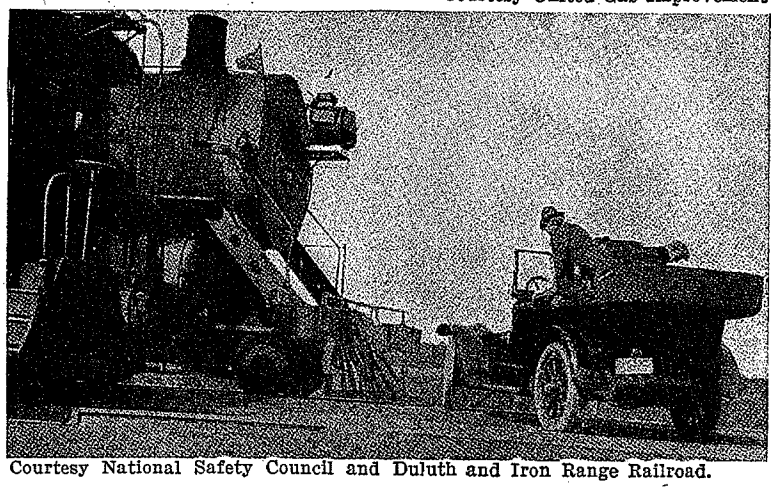
# STOP, LOOK AND LISTEN

Statistics show that more than 80 per cent of elevator accidents occur at the hatchway door, where persons either enter or leave the car. Many people who are careless of what they are doing fall down elevator shafts when the gate is left open. Others are injured by carelessness of the operator in starting the elevator before passengers are well inside.

Elevator accidents occur in factories frequently where there is no operator, but where the car is let up and down by the ones using it. This picture here shown was taken after an employee had been injured by an object falling through the opening shown under the elevator screen and striking him while operating the elevator because the elevator door guard did not reach clear to the floor.



Courtesy United Gas Improvement Co.



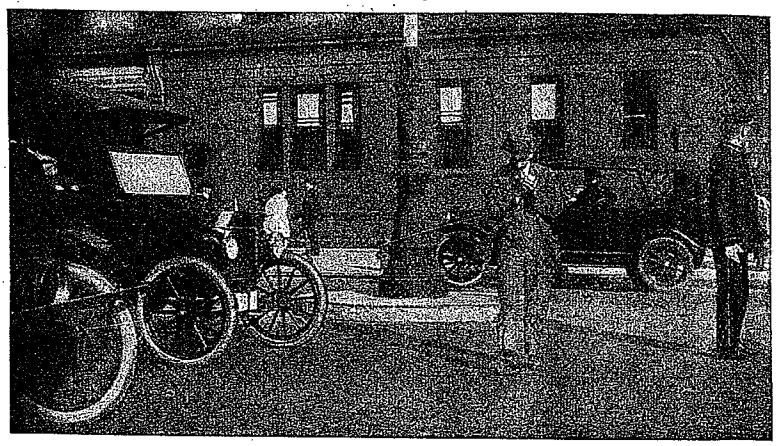
Courtesy National Safety Council and Duluth and Iron Range Railroad.

In California recently 17,000 drivers of motor vehicles were observed at railway crossings. They probably were more careful than the average pedestrian who crosses a street. Yet 69.5 per cent of these looked neither way before crossing the tracks, 2.7 per cent looked only in one direction, and but 27.8 per cent looked both ways.

No way to insure the safety of either vehicle drivers or of pedestrians will ever be devised unless these classes co-operate in alert watchfulness. Every study of the situation brings more forcefully to mind the necessity of campaigns for education in "safety first."

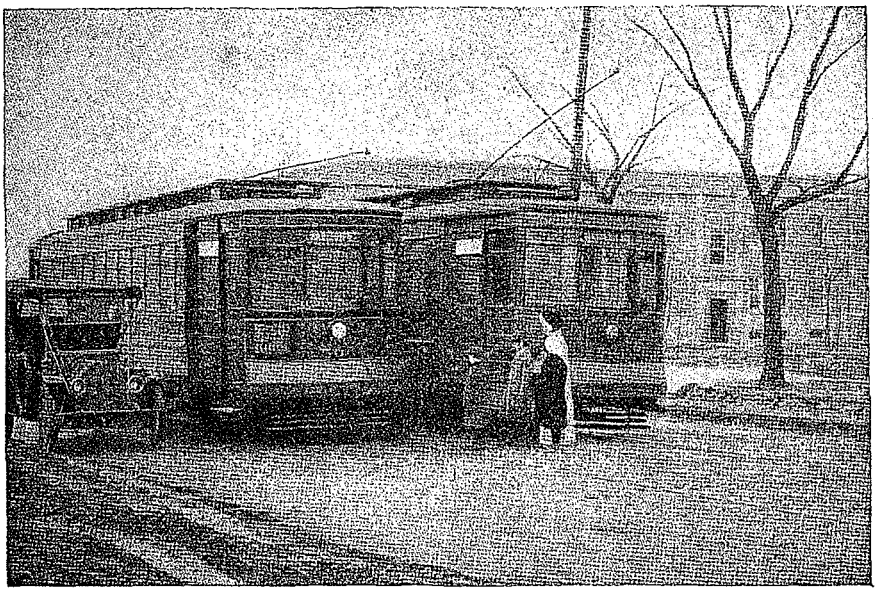
Safe travel in streets and roads is becoming such an acute problem with the increasing density and speed of traffic that any exact information about its dangers serves to help in prevention of accidents.

Most pedestrians, in crossing a street, look in the direction of going traffic instead of toward the oncoming traffic, and many more fail to look either to the right or to the left.



Courtesy United Gas Improvement Co.

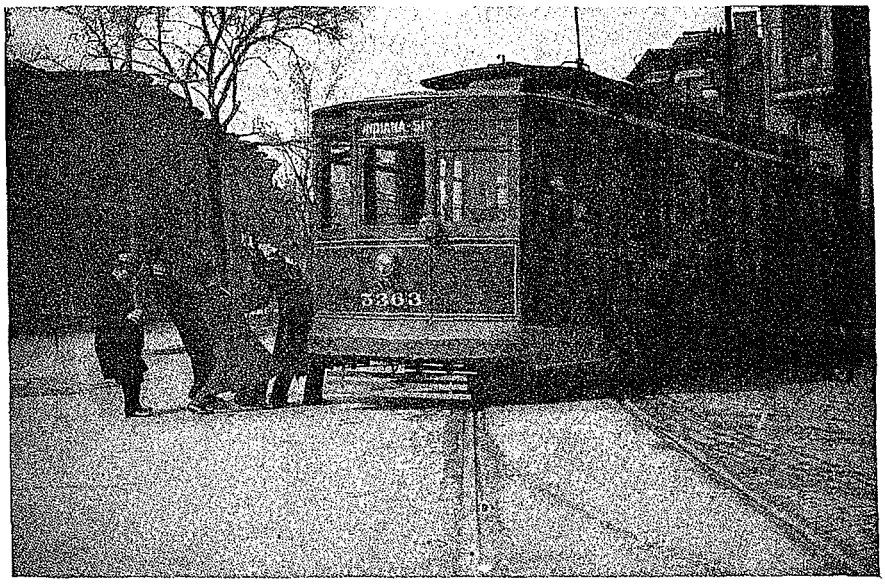
# WAIT UNTIL THE TRAFFIC PASSES



Courtesy Public Safety Commission, Chicago.

HOW ACCIDENTS OCCUR.

The women and the children shown have just passed around the end of the car from which they alighted. Should they rush across in front of the moving car coming from the opposite direction, they could not escape being struck by the automobile coming at high speed. This is one of the most frequent occurrences among automobile accidents.




Courtesy Public Safety Commission, Chicago.

THE OVERHANGING PLATFORM ON A CURVE

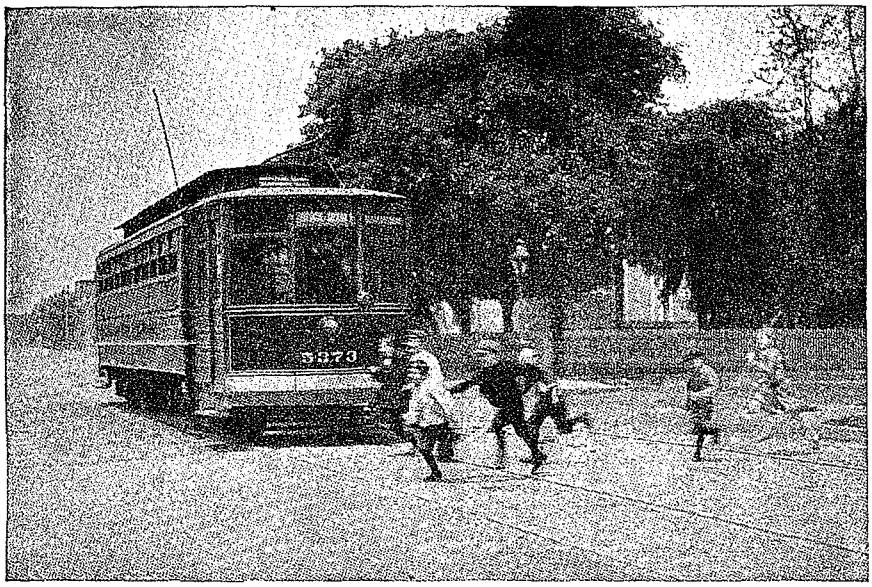
Causes more accidents than we can imagine. More than a thousand people per year have been injured by what you see in the picture—getting too close to the end of a street car as it turns a corner. The safe place is on the curb until the car has passed.

# EVEN IF YOU BEAT IT YOU SAVE BUT A FEW SECONDS

Courtesy Public Safety Commission, Chicago.

BICYCLE RIDER STRUCK BY SPEEDING AUTOMOBILE.

Here is a living and dying example of what happens to the boy or girl who doesn't wait until the cars, automobiles, etc., are out of the way before crossing the street. It will be many a day before this boy will ride his bicycle again. It pays to be cautious. It's costly to be careless.



Courtesy Public Safety Commission, Chicago.

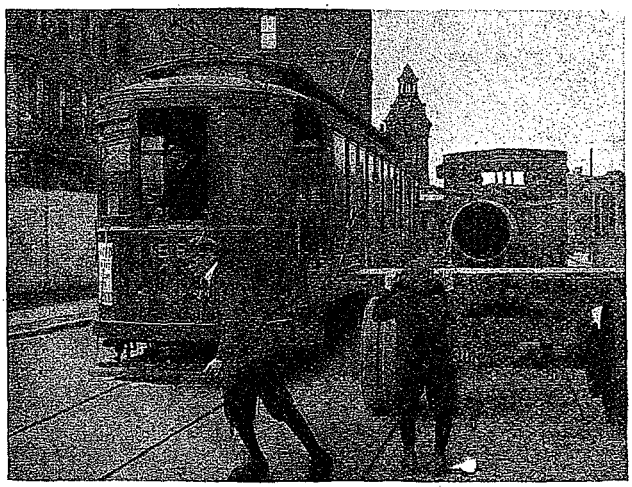
NATURAL EXUBERANCE—JUST LOOSE FROM SCHOOL.

When the boys and girls are let out of school they are just full of wanting to get home quickly and to their own sidewalk to play on. Many are killed and more crippled for life every year by running across streets in the middle of blocks or trying to get across before cars, automobiles or other vehicles. Always use the crossing and wait until the traffic passes. Follow this rule and you should live to enjoy many play hours.

# TIME TO TEACH THEM IS WHEN THEY ARE YOUNG

This boy is so intent upon watching out for the conductor, who will chase him as soon as he sees him, that he has no mind to think of the other car. 316 boys were killed and more than 500 injured last year as a result of stealing rides on street cars.

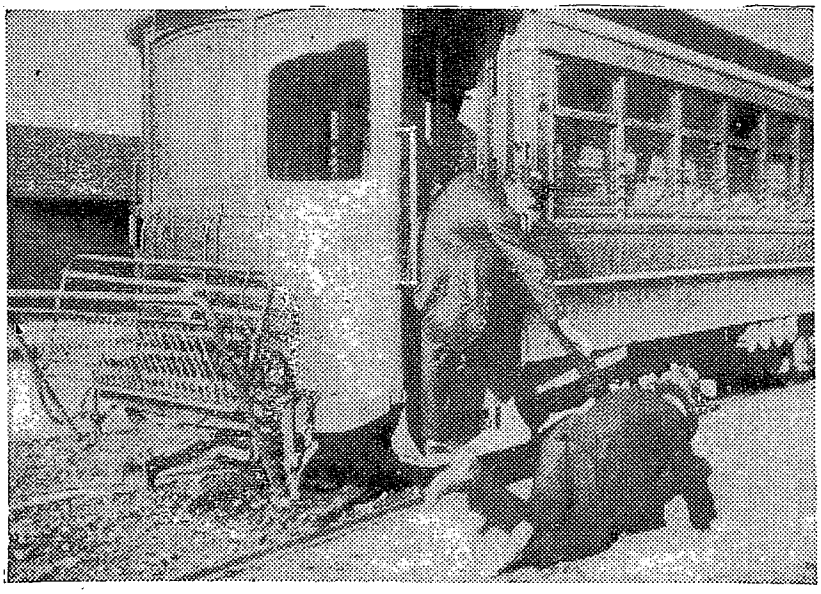
This boy was a good delivery boy and considered wide awake by the grocer who employed him to help with the Saturday deliveries. He was so intent on getting the groceries to Mrs. Green quickly that he didn't see the car coming and was hurt. It was his business to think of the car and the possible danger first. Always do that first, and do your best in other things afterwards.



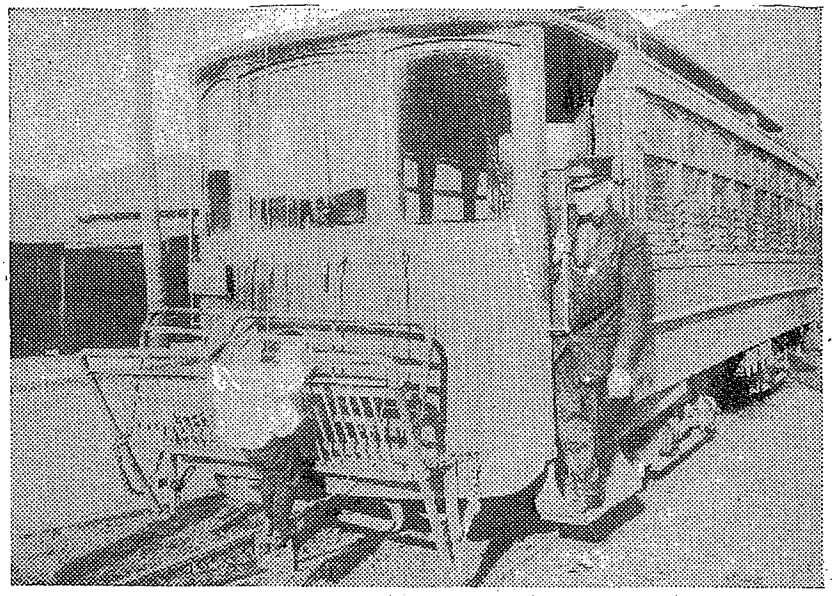
This boy was feeling so good over having ridden "all the way" on the back of a truck that his mind was not on the other track when he started to cross. He was on the track, however, when the car hit him. Thousands of boys are killed and injured every year as a result of stealing rides.

Pictures on this page Courtesy Brooklyn Rapid Transit Co.

# WAIT UNTIL THE CAR STOPS



The street car conductor always says: "Wait until the car stops," but do you wait? Car conductors have seen hundreds injured and a good many killed in the manner illustrated in the picture. Every street car company has a long list of killed and injured in this way. That's why they tell the conductors to warn people constantly. A good rule: "Always wait until the car stops," and you may be able to walk for a long time to come on two good legs. Every accident of this kind means that the passenger tried to save a few seconds. Isn't your life worth more than ten seconds of time always?



Here's a picture snapped just as the conductor spies the kid stealing a ride. The boy thinks he is having fun, but he won't ever think it's fun again if he wakes up in a hospital sometime and finds he is one of the 5,000 boys who have been crippled for life this year, because he did this.

Pictures on this page courtesy of Beaver Valley Traction Co., New Brighton, Pa.

I AM THE BEST FRIEND TO CHILDREN

THE SAFETY FIRST SCOUT.

## At School He Teaches Me to

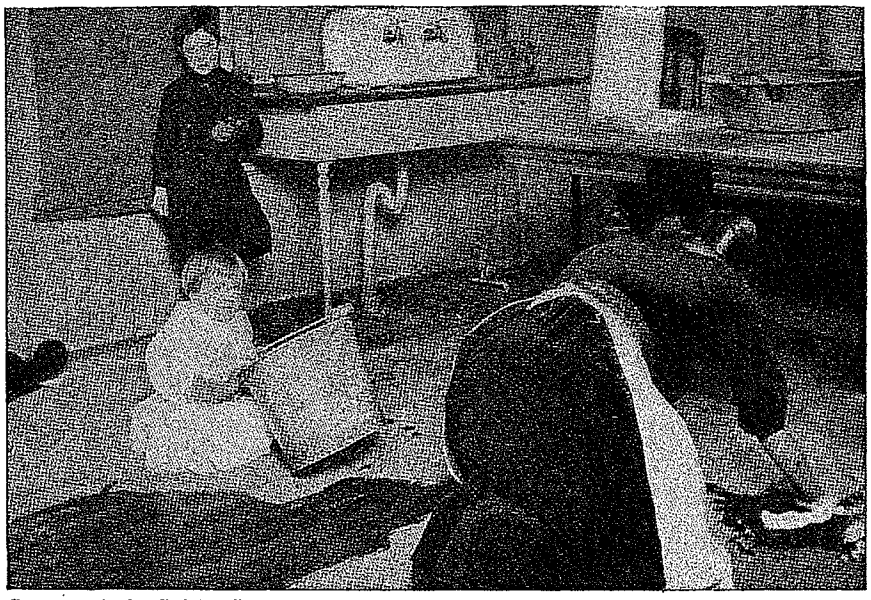
Keep to the right on walks, in halls, going up and down stairs.
Go up and down stairs one step at a time.
Look where I run. Not to bully the little fellows.
See that the little chaps have a fair chance on the playground.

## At Play He Teaches Me to

Not play on streets where street-cars run.
Look both ways when crossing streets and railroad tracks.
Look sharp for automobiles, wagons and motorcycles when alighting from a street-car.
Wait until the car stops when getting off and on.
Peek 'round to see what's coming on the other side (or the other track) when crossing behind a street-car.
Look out for automobiles turning corners.
Look where I go, and keep to the right.
Think "Safety First"—not part of the time, but all the time.

## During Vacation He Teaches Me

Not to loiter around railroad stations or cars.
Not to walk on railroad bridges or tracks.
Not to hitch on or steal rides on street-cars, automobiles or wagons.
Never to use my roller skates, my skatemobile or my coaster near street-car tracks, or where many automobiles run.
Not to crawl over, under or between cars.
To look and listen for danger signals and heed them.
To consider any wire a live wire.
To keep my eyes on a lighted match till I'm sure the spark is dead.
Never to leave a campfire till I'm dead sure it's out.
To try to do at least one good turn for safety every day.
To play safe, as much for the other fellow's sake as for my own.



Courtesy Pub. Safety Com., Chicago.

More Than 1,500 Little Ones Scalded to Death Every Year Through Carelessness Similar to This.

# Safety First in the Home

We are likely to think of the accident prevention field being primarily in the workshop, on the railroad, and on the highway, but accidents in the home are numerous and are responsible for an astonishingly large number of fatalities, particularly to the women and children. We all spend very considerable portions of our time in our homes, and the subject of accident prevention therein is a matter of general and real importance.

Common causes of accidents include:

*Burns and Scalds.*—These are very common in the average home, ranging all the way from trivial injuries to sufficiently serious ones to cause the deaths of children. If you boil water in a kettle or pot on the stove, put it toward the back, if possible.

Playing with matches has caused the deaths of innumerable children, as also has playing around bonfires or getting into unscreened fireplaces.

*Step Ladders.*—Almost every home has a step ladder. Frequently these are of poor design, in so far as strength is concerned; not rigid; they do not have strong metal spreaders, and, generally speaking, a person takes a chance every time that he climbs such a ladder.

People are not infrequently killed by falling as small a distance as four or five feet. In industry the ladder is about the most dangerous device, and the same thing is unquestionably true in the home.

*Chairs and Stools.*—Standing on a rocking chair and on cane-seated chairs or piano

stools for the purpose of hanging pictures has been responsible for many serious falls.

Using a stool that does not have the feet spread in every direction is likely to cause one to upset. Standing on boxes and on heads of barrels frequently has caused injuries.

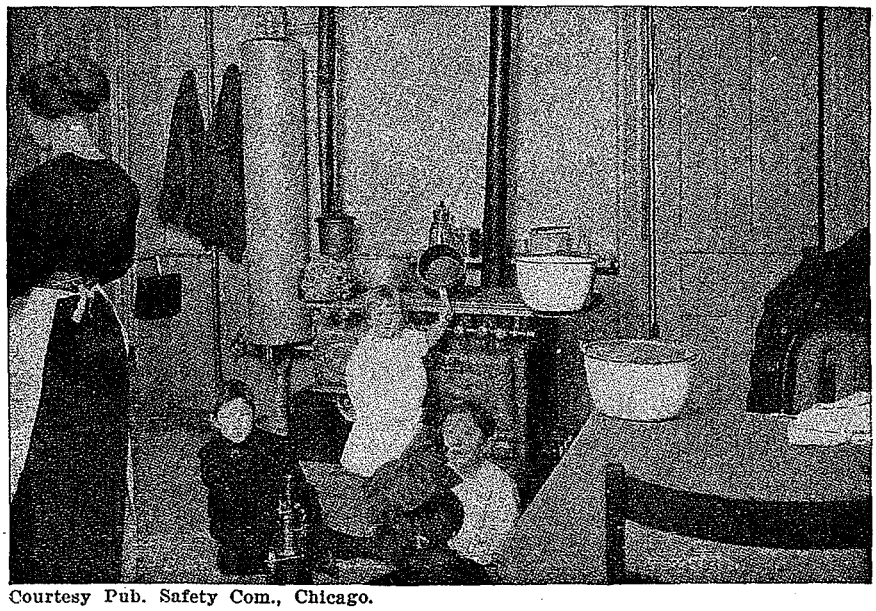
*Stairs.*—Falling down stairs is one of the most common and serious accidents in homes. Stairs are frequently dark, hand-rails are either not provided or are not used; sometimes stairs are so steep as to be dangerous, but the chief trouble is due to slipping on some object, such as a piece of runner, a toy, and occasionally a cat.

*Slipping.*—Many are hurt by slipping in bathtubs, particularly when getting out of them. Older people, whose bones are more brittle and who are less able to withstand shock, are frequently killed in this way.

Waxed floors necessarily are slippery, and small rugs not fastened down on such floors are likely to slide away under persons' feet. Rubber heels are a great help to avoid slipping in the average home.

*Tools.*—The average home contains a very considerable equipment of tools and knives and other devices which have sharp edges, and which can cut older people as well as children. Tools should be hung up or placed in racks, and particularly should one avoid having a mixture of sharp knives and other devices in drawers of tables.

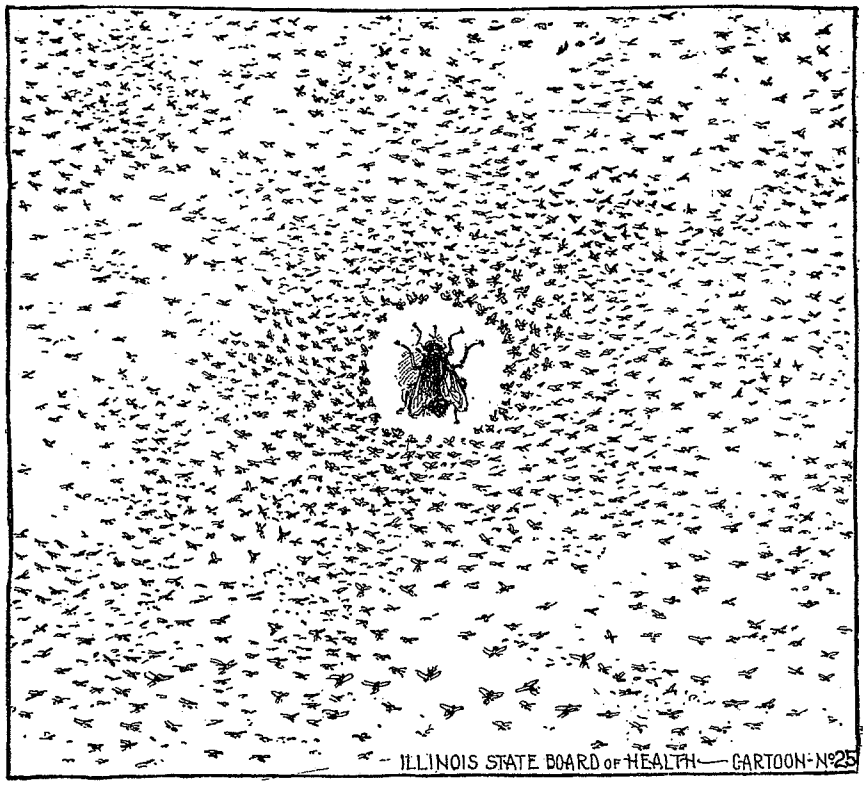
*Poisons.*—Young children in particular will put almost anything which they can get hold of in their mouths, and grown persons, half asleep at night, not infrequently get the wrong medicine bottle. Poisons consequently should be kept in a separate closet, ordinarily locked, and certainly in a distinctly separate portion of the medicine cabinet, so that persons are not likely to make a mistake. Everything of this kind, including household bluing, ammonia, acid used for cleaning the sink, etc., should be kept out of reach of children.



Courtesy Pub. Safety Com., Chicago.

Many Children are Scalded to Death Because Kettles and Pans Containing Hot Water Are Left Where the Little Ones Can Reach Them.

# THE FAMILY OF THE FLY YOU DIDN'T SWAT




The fly you carelessly passed by this spring will raise the family shown above if allowed to live till the end of the warm weather. He is an enemy to health and must be exterminated. Start now. Join the preparedness movement. Kill every fly possible. Summer will soon be here with its outdoor life, its flies and its communicable diseases and sanitary complaints. Swat the fly and avoid sickness.

DON'T PERMIT FLIES IN YOUR HOUSE.
DON'T PERMIT FLIES NEAR YOUR FOOD.
DON'T PERMIT FLIES NEAR THE SICK.
DON'T PURCHASE FOODSTUFFS WHERE FLIES ARE TOLERATED.
DON'T TOLERATE BREEDING PLACES IN YOUR NEIGHBORHOOD.

Flies are bred in filth, live in filth and carry filth.

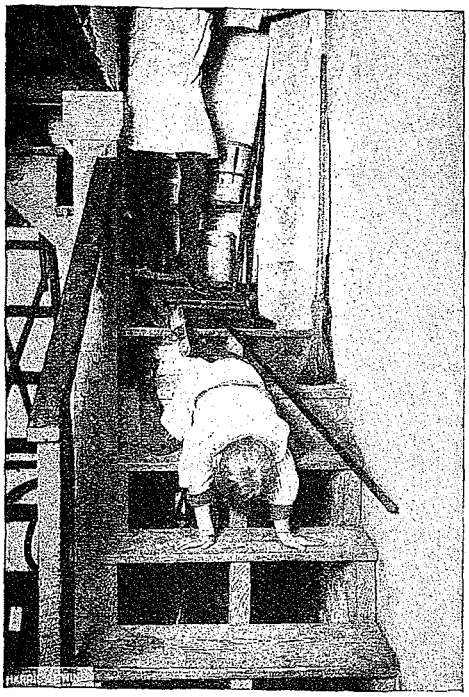
Flies are the most dangerous insects known to man.

Flies are the known distributers of many diseases, such as typhoid fever, tuberculosis, intestinal disorders, especially diarrhea and enteritis (summer complaint) of infants, as well as cholera.

Flies visit the spittoon of the careless consumptive, and other discharges from the sick, the open garbage pail, the manure pile, the carcass of the decaying animal, the obstructed sewer and the refuse heap, and then call at your home to crawl over the exposed food, swim in the milk, wade through the butter or gambol over the nursing infant's face or bottle, or they will visit the unscreened grocery store, market, bakery or lunchroom.

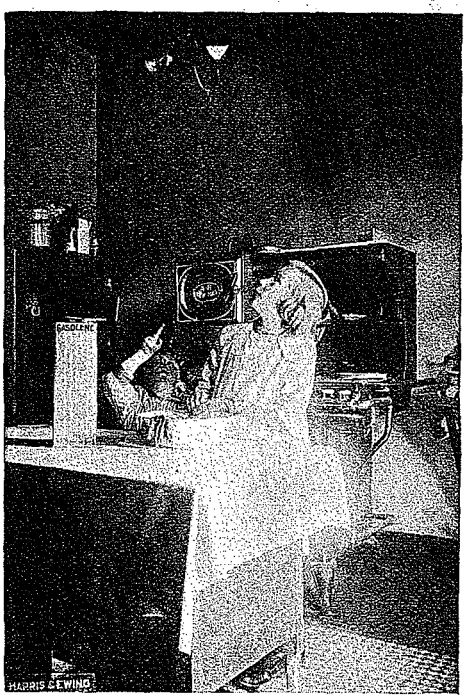
Flies carry the germs of disease and filth on the hairs of their bodies and legs as well as on the fuzzy pads of their feet. These disease germs and particles of filth are the dangerous unseen messengers of illness and death that flies leave wherever they visit. Following a close study of a number of flies, it was found that the average fly carried more than 6,000,000 bacteria.

# FIRES AND FALLS FILL HOMES WITH SORROW

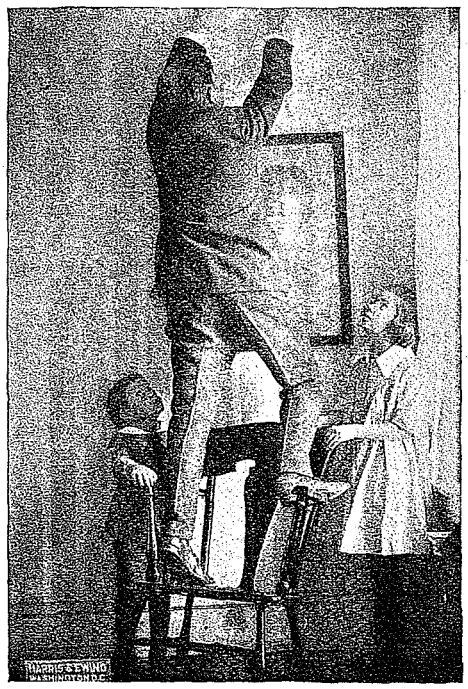


This picture could be staged in a great many homes. The dark back cellar stairs piled with carpet sweepers, brooms, ironing boards, are a fruitful source of accident.

It is difficult enough to find your way down the average back stairway without having to climb over obstacles. Many people are killed each year by falling down stairs.

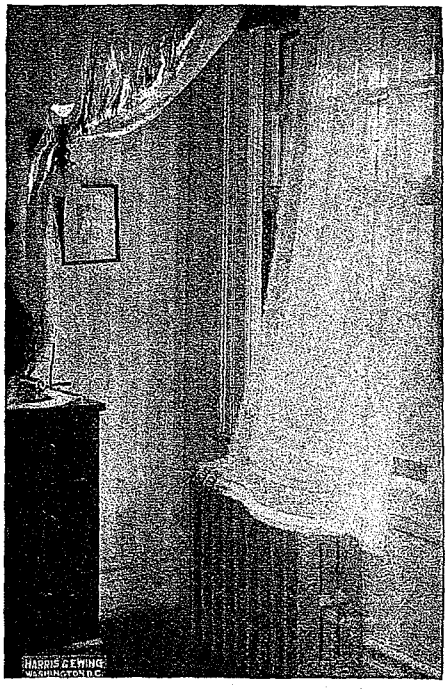



The little lady in the picture is cleaning gloves with gasoline right under a lighted gas jet. A great many homes are burned each year through the careless use of gasoline near lighted jets or stoves. It is very, very dangerous.

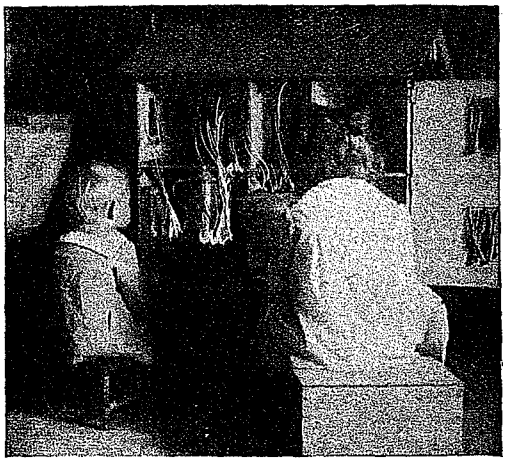



This man is attempting to hang the picture by stepping on the arms of a rocking chair. The average step-ladder in the home is bad enough. Many people use piano stools and other unstable things to stand on when doing things like this. Don't do it. It is dangerous.

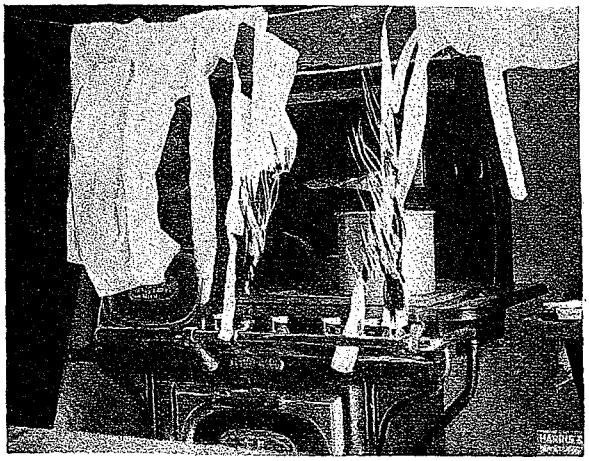
# CARELESSNESS AROUND FIRE AND LIGHT




Many fires are caused in the home by the practice of hanging lace curtains near gas jets, where the wind coming through the open window blows the curtains (as in the picture) over against the burning jet. Gas jets should always be beyond the reach of curtains or other hangings. Many lives are lost yearly through fires which start in this way.



This picture illustrates the cause of many fires. These children are being permitted to play real house with a toy gas stove as a part of their play. Toy stoves and matches should never be part of children's playthings.



The practice of hanging clothes to dry on the kitchen stove or burning gas range should be avoided. A slight breeze coming through the open window can easily blow the apron strings, etc., just enough to put them in contact with the actual flames.